Weather
Overcast weather today. The maximum temperature yesterday was 61.3 and the minimum 58.1, the figures for the corresponding day last year being 53.6 and 45.9.

The China Press
大陸報

Today's paper consists of 38 pages in three sections

NO. 2511 VOL IX. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 日七十月九年未己 SHANGHAI, SUNDAY, NOVEMBER 9, 1919 大正四年 第三種郵便物認可 20 CENTS

LINES DEFENDING OMSK ARE SLOWLY YIELDING TO FOE

Latest Official Report Says Loyalists Again Are In Retreat

CITIZENS CALLED

Volunteers Said To Be Rallying To Support Of Government

IRKUTSK TO AID

Mussulmans There Plan To Form Battalions To Combat Reds

(*Reuter's Pacific Service*)

Omsk, November 8.—General headquarters report: "After bitter fighting our troops have slightly retired in the direction of Yalutorovsk and Kurgan."

REPORT FROM OMSK

Omsk, November 6.—The Russian Telegraph Agency issues the following: "The danger which threatens, instead of creating depression has given encouragement to all classes of the population. All are ready to fulfil their duty as citizens and to defend the city to the last. The flow of volunteers continues to increase. All are rallying round the Government.

"A very deep impression has been made by the Supreme Ruler's proclamation to peasants and soldiers, reiterating his promise to carry through the elections to the Constituent Assembly and give land to the workers as soon as Bolshevism has been abolished."

In this connection the newspaper Russ publishes on its front page today an appeal to all citizens to rally round the Government, to sacrifice all in order to break the Yoke of the Red Power and to fight for the great principles of true democracy and social justice proclaimed by the Supreme Ruler."

MEETING AT IRKUTSK

An Assembly of Mussulmans of Irkutsk was held at the Irkutsk Town Hall, the Mussulman Colonel Mussalinoff presiding. Two hundred Mussulmans, including representatives of various districts, attended.

The deputing Administrator, M. Kuznetzoff, after welcoming those present on behalf of the Governor said that the Bolsheviki being on the point of being driven from Moscow, were invading Siberia. Religion he declared must be defended.

The Mussulman Colonel Mussalinoff, supporting M. Kuznetzoff's view, said "if we do not drive the enemy back, he will turn our towns and villages into cemeteries. Our country demands our help and it is our duty to show that Mussulmans can defend their honor and their great country."

The meeting passed the following resolution:

THE RESOLUTION

"The General Assembly of Mussulmans of Irkutsk, seeing that Mussulmans cannot remain unmoved when the other nationalities of Russia are fighting the Bolsheviki, who have ruined the country and violated all divine and human laws, and seeing that in the future Russian state the nationalities which gave real assistance to their country, will alone be able to put forward their national claims, has resolved to take every measure to organise volunteer battalions on behalf of the national ideal, and to demand the publication of the right of the Turco-Tartars of Russia and Siberia to national and cultural autonomy."

A Congress of Buriats of the villages of Ekture, Bulagate and Akguyere has decided to organise volunteer battalions, and voted the following order of the day:

"While the other nations of the Liberated territories are fighting as volunteers against the Bolsheviki, the Buriats must also take an active part in the common task of saving the country. Nothing can be demanded of future Russia unless help is given her at this grave time."

Spanish King Visits Artois Battlefields

(*Reuter's Wireless Service*)

Paris, November 7.—(Via Lyons and Koukaza).—The King of Spain, on his return from England, yesterday afternoon visited the battlefields of Artois. Last night His Majesty was entertained to dinner at the Elysee.

Reward Offered For Slayers Of Chinese Student

(*China Press Correspondence*)

Ichowfu, Shantung, Oct. 31.—Notices have been posted in the city by the hsien official offering rewards of $200 for the arrest, and $100 for information leading to the arrest of the murderers of Mr. Djia, the government normal school student, killed two weeks ago. We hear that the school will soon close owing to disclosures revealed by investigations in connection with the case. Just what the authorities are doing is difficult to say, but there have been no further developments, nor has sentence been carried out upon those who have confessed complicity in the case.

BRITISH CONFERENCE IS BROUGHT TO CLOSE

Meeting Here Of Chambers Of Commerce Extends Thanks To Sir John Jordan

The British Trade Conference ended here yesterday when results of the conference in committee were reported to the chairman, Mr. H. A. J. Macray. Delegates from the Chambers of Commerce of China and Hongkong attended a dinner given last night by the Shanghai Chamber.

At the closing session the conference extended a vote of thanks to Sir John Jordan, British Minister, for his attendance and a hopeter, for his attendance and expressed the hope that such resolutions as called for action by the British Government would be duly transmitted to the Secretary of State for Foreign Affairs by the British Legation.

The Minister, in replying, expressed his willingness to carry out this wish. He also took occasion to review some of the subjects taken up in the resolutions.

The motion of thanks was made by Mr. H. A. J. Macray, who had acted as chairman when the conference was in committee. It was seconded by Mr. John Johnstone representing Hongkong, who referred to the work done by Sir John during his long career in China.

A tribute to those who died and those who served the British Empire in the war was proposed by Mr. S. H. Dodwell and seconded by Mr. J. T. Edkins of Shanghai. It was carried as the last act before adjournment.

The resolution read:

"That this Conference having terminated its labors and being in full body here assembled do solemnly and reverentially record a tribute of admiration and honor to the memory of all who died in the service of the British Empire during the great war; that it expresses the deepest sympathy with all who suffered the loss of relative or friend and that it returns heartfelt thanks to all who served in H. M. military and naval forces and in Great Britain's mercantile marine during the war."

U.S. Cotton Fields To Be China's Aid

Mr. Yeh Yuen-ling To Spend Two Years In Study Of Industry Abroad

Mr. Yeh Yuen-ling, secretary of the Cotton Mill Owners' Association, left for the United States yesterday on the China Mail steamer Nanking to conduct a thorough investigation of the methods of the improvement of cotton growing. He will purchase large quantities of cultivated seeds for plantation in China and visit all the leading cotton mills in America.

Mr. Yeh, after completing his tour of inspection, will be connected with the United States Department of Agriculture of Washington, to gather statistics about the industry in America. He expects to remain in America for two years.

SUNDAY SONG SERVICE

The trio of Russian vocal artists will sing at the American Song Service today. They have sung to the soldiers in Siberia with marked success and are passing through Shanghai on their way South. The program:

Rest to the Weary World—Vladimir Volin; Ave Maria (Gounod)—Julia Markovskaia; Trio. The Cross (Dmitrieva) by J. Markovskaia, Nic Tueyoski and V. Volin.

Mr. A. Pressan will be accompanist.

Japan Will Be Sufferer If Shantung Pledge Fails, Says Ex-Senator Burton

Former Legislator, Consul-General Cunningham, W. S. Fleming And Wang Yi-tang Speakers At Chinese Envoy's Dinner

"If Japan fails to keep her promise to return Shantung to China, Japan will be the sufferer and not China," declared ex-Senator Theodore E. Burton at a dinner given by Mr. Yang Tcheng, Special Envoy for Foreign Affairs, at the Chinese Naval Club last night.

"The interest that the United States holds in China and in the Far East is to see that justice and right prevail and that the sovereignty of China remains inviolate," said Mr. Burton after pointing out how America has shown inceased interest in China, particularly in the last year.

"And the Government of the United States will not truckle to any nation regardless of her strength or success," he asserted after plunging into a discussion of Far Eastern affairs.

United States Consul-General Edwin S. Cunningham, President W. S. Fleming of the American Association of China, Mr. Wang Yi-tang, chief Northern peace delegate and Mr. Burton were the only speakers. Mr. Yang Tcheng acted as toastmaster.

ATTENDANCE IS 50-50

Fifty representatives of American and Chinese organisations and institutions were present to hear Mr. Burton proclaim his sympathy for China and forecast continued interest in China's affairs by the United States.

Mr. Burton spoke of America's friendship for China and presaged its continuance. "The United States desires to be friendly to all governments but has a special interst in weaker nations," he said.

The speaker looked forward to the success of the League of Nations and saw the Pacific Coast of the United States as America's important front. "The Far East is to be the pivot of the world's politics," he said.

"China must help herself," continued Mr. Burton. "China must establish peace within her borders for no outside country can settle China's internal policy. The change from a monarchy to a republic is a difficult one and the success which has followed the efforts of the Chinese people shows the power of its civilisation and means encouragement for those who are interested in seeing a united China."

The former senator was given an enthusiastic reception on the eve of his departure for Hongkong where he will meet United States Consul-General Thomas Sammons and go to Australia. Mr. Burton leaves on the Kashima Maru this morning.

MR. CUNNINGHAM SPEAKS

Consul-General Cunningham thanked the Chinese of Shanghai for the cordial reception that they had given him here. He spoke of his pleasant dealings with Chinese officials here and in Hankow and expressed his appreciation to Mr. Yang Tcheng for the opportunity offered for Chinese and Americans to exchange views at such an affair.

President W. S. Fleming of the American Association saw in former Senator Burton another opportunity for the cause of China to be laid before the people of the United States. The visitor will tell the American people of the intimate friendship existing between Chinese and Americans living in China, he said.

"That friendship is the result of a consistent following of policies that have brought excellent results," Mr. Fleming said. America has not requested special privileges in China nor asked for anything not open to free competition of other nations.

"We have supported everything that aimed to upbuild and uplift and have opposed everything tending to destory. Americans and the American Government have stood firmly for the 'open door' and the territorial integrity of China. We have demanded that China be given a square deal."

Mr. Wang Yi-tang, head of the Northern Peace Delegation lauded America's interest in China, outlined the efforts of Americans along medical and education lines and said that the Chinese Government truly values the friendship of the United States Government.

The following attended the dinner: Messrs. T. E. Burton, E. S. Cunningham, United States Consul-General; R. P. Tenney, U.S. Consul; Major C. P. Holcomb, U. S. District Attorney; Messrs. J. H. Dollar, C. W. Atkinson, E. O. Baker, J. B. Powell and W. A. Chapman of the American Chamber of Com-

(Continued on Page 6)

BRIAND IS SPEAKER AT NANTES MEETING

Ex-Premier Outlines Program Of Republican Majority At Coming Elections

(*Reuter's Service*)

Paris, November 1.—M. Briand, the ex-Premier, delivered an important speech last night at Nantes, setting forth the program of the Republican majority at the forthcoming elections.

After sketching France's war effort and her victory over the German invader M. Briand said that in the past the Government of the country had been placed at times in extreme difficulty by the differences between the various Republican factions. Changes of Government, he said, had been too frequent, and a homogeneous majority was necessary to insure stable government in the future.

M. Briand also made the following points:

France must consider the advisability of modifying her constitutional laws so as to insure the election of the President of the Republic on a wider basis and introduce into the Constitution guarantees against confusion between the Legislature and the executive. The President of the Republic ought to be able to play a wider and more effective role.

Steps are urgently needed to reduce the circulation of paper money which is one of the causes of the high cost of living and the drop in exchange.

All taxation that hinders production must disappear.

Bureaucratic routine must be done away with to permit the restoration of the devastated regions.

Labor problems must be studied by the masters and men in common.

Referring to the question of armaments, M. Briand advocated the complete disarmament of Germany.

DEPARTING CONSUL RECIPIENT OF CUP

Mr. W. R. Dorsey Guest Of Two Federal Staffs At Carlton Dinner

Members of the United States Court for China and the American Consulate-General gave a farewell dinner Friday night to Consul W. R. Dorsey, who left yesterday for America on the first stage of his trip to Florence, Italy. The dinner was held in the Carlton Cafe and 20 attended.

Consul R. P. Tenney acted as toastmaster and made the presentation on behalf of the guests of a beautifully designed silver loving cup. On the gift was engraved, "From his friends in the U. S. Court and Consulate-General of China," together with the names of the individuals.

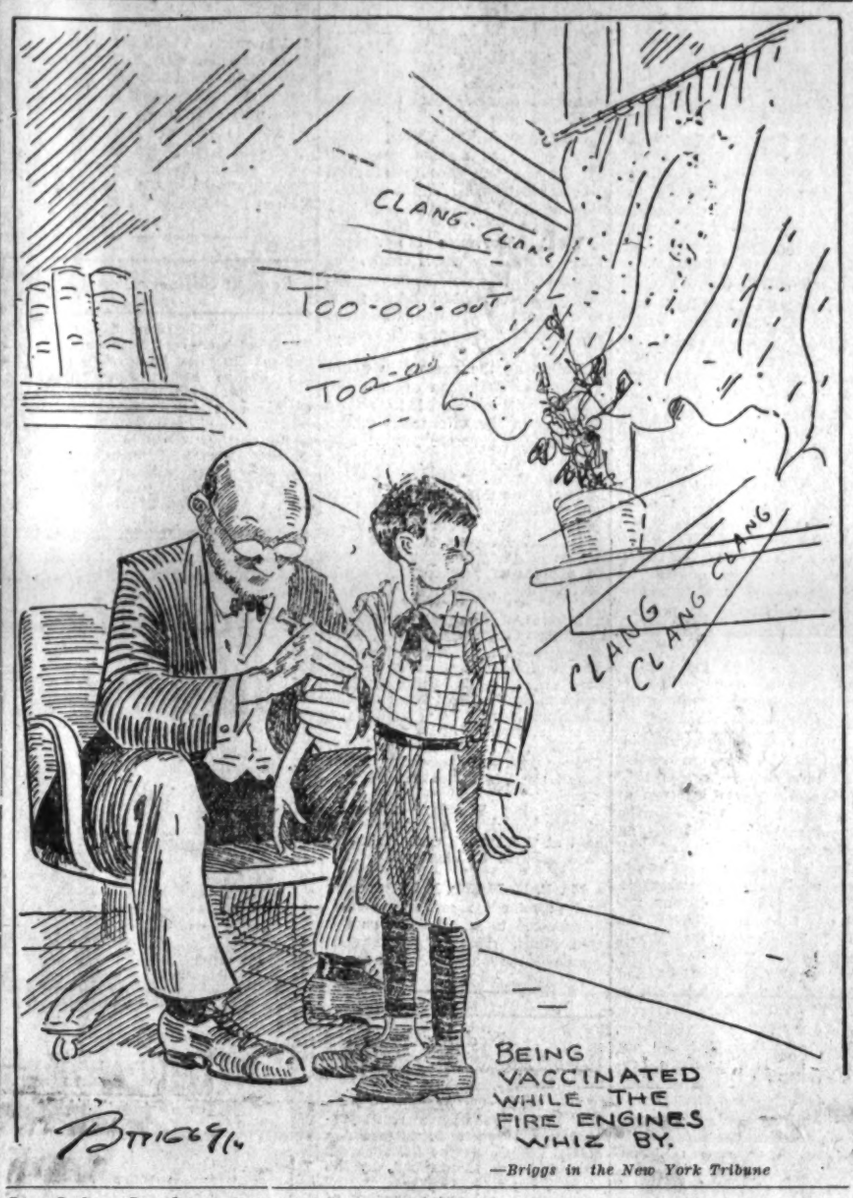
The spirit of the meeting was in keeping with the engraving, for one member after another arose without being called upon and voiced his regret at the departure.

Vice-Consul A. G. Loehr said that Mr. Dorsey had been the ideal consular man, the one whom all in the service had made efforts to follow. Mr. C. P. Holcomb, United States District Attorney, expressed his pleasure at being able to join in wishing Mr. Dorsey success in his new post. He called attention to the advantages of such joint meetings and said he hoped that it would be followed by monthly meetings of all American officials.

Mr. Vernon E. Scott of the Asia Banking Corporation, a former member of the Consulate, told how he had asked to be included in this meeting. Consul-General Edwin S. Cunningham, who was also a guest with Mr. Dorsey, said that when he had come to Shanghai he had been told that with the departure of Mr. Dorsey he was to lose a leg, but now after working with his assistant one week he realised that he was losing both legs.

Another short expression of esteem from members of the Consular staff came yesterday forenoon when a silver tray was presented to Mr. Dorsey.

When A Feller Needs A Friend



—*Briggs in the New York Tribune*

Sir John Jordan Is Reception Guest

Minister Of Great Britain Will Be Entertained Tomorrow By Organisations

Sir John Jordan, the British Minister, will be the guest at a reception to be given by 15 local Chinese organisations tomorrow afternoon at 5 o'clock at the former German Club.

The organisations giving the function are the Kiangsu Educational Association, Shanghai Educational Association, Shanghai City Chamber of Commerce, Chinese Red Cross Society, Shanghai Young Men's Christian Association, Christian Union of Shanghai, Western Returned Students' Union, World's Chinese Students' Federation, Shanghai Students' Union, National Vocational Educational Association of China, Shanghai Commercial and Educational Club, Chinese Overseas Association, Chinese Cotton Mill Owners' Association, Iron Merchants' Union, Shanghai Fire Brigade Association.

Two Mail Arrivals At U.S. Post Office

Total Of 700 Sacks Received Keeps Postal Employes Busy Through Day

Two mail arrivals as well as two departures made of the U.S. Post Office yesterday afternoon one of the busiest spots in Shanghai. The Kashima Maru came with 700 sacks, transferred mail from the Persia Maru and Africa Maru and the shipment with which the vessel started from America. A British ship brought the Manila mail at the same time.

On the first lighter from the Kashima Maru 500 sacks were delivered with 200 more to coming on the second.

Outgoing mails for America went on the West Sequana at daybreak, 188 sacks and on the Nanking in the afternoon, 63 sacks. Most of it was parcel post, indicating that the Christmas rush to connect with America in time has well started.

Steamer Line Links Canada And France

(*Reuter's Service*)

Paris, October 31.—Direct steamship service between France and Canada has just been re-established.

New Penalties For Germany Are Not To Be Retroactive

Questions Preventing Signing Of Peace Treaty By Jugo-Slavs Taken Up At Paris

(*French Wireless Service*)

Paris, November 7.—(Via Lyons and Koukaza).—The Supreme Council met yesterday at the Ministry for Foreign Affairs, M. Stephen Pichon presiding. The Council decided that the correspondence which had passed between the Austrian delegation and the Entente before the signature of the treaty of St. Germains could be published.

A resolution was passed that the coercive measures taken in view or the non-execution by the Germans of, the evacuation of the Baltic Provinces should not be retroactive. The Council next dealt with the liquidation of German property in Slesvig. Lastly the Council decided that the salaries of the personnel of the Inter-Allied missions working in Germany should be charged to the Berlin Government.

The Jugo-Slav delegation has addressed a note to M. Clemenceau, as President of the peace conference, setting forth the questions which have hitherto prevented the Jugo-Slav plenipotentiaries signing the treaty of St. Germain.

Austria declares that she is prepared loyally to carry out the peace treaty. The chief of the Austrian delegation last night handed M. Dutasta, Secretary General of the peace conference, the instrument of ratification of the treaty of St. Germain signed and sealed by the president of the National Assembly of the Republic of Austria.

The Austrian plenipotentiary also enclosed a letter addressed to the President of the peace conference notifying the Powers that Austria henceforward without waiting for the treaty to be brought into force, would make her constitutional laws conform with the principles laid down by the Powers in the peace treaty.

CLEMENCEAU HEARD

(*Reuter's Service*)

Paris, October 30.—M. Clemenceau has urged the Supreme Council to prolong the functions of the Supreme War Council at Versailles, pointing out that the Inter-Allied military directorate is still very necessary to supervise the working of the various control commissions which after the treaty comes into force will go to Germany.

This step will be a means of preserving Allied military authority, concentrated, under Marshal Foch and consequently ready to be used if the German Government should prove recalcitrant.

APPOINTMENT MADE

(*Reuter's Wireless Service*)

Paris, November 7.—(Via Lyons and Koukaza).—M. Andre Tardieu, High Commissioner for Franco-American affairs, has been appointed to succeed M. Lebrum as Minister for the Liberated Regions.

Recruiting Agents Arrested In Berlin

Reported Brother Of General Von der Goltz One Of Number Held

(*French Wireless Service*)

Paris, November 7.—(Via Lyons and Koukaza).—According to a Berlin telegram Count von der Goltz, brother of the General, is reported to have been arrested for encouraging the despatch of reinforcements to the Baltic troops.

Documents found in his possession, it is stated, prove his complicity with several officials of the German Foreign Office, whose arrest is probable. Several Russian agents have also been arrested and their funds seized.

CHINESE WILL LEAVE DEVASTATED AREAS

Believed All Workers Will Be Started For Home By Middle Of Month

(*French Wireless Service*)

Paris, November 7.—(Via Lyons and Koukaza).—It is reported from Arras that the French Government has decided on the withdrawal of Chinese laborers employed by the French Administration in the liberated regions. Their departure, though dependent on transport facilities, will probably be completed by November 15.

INDUSTRIAL WAR THROUGHOUT U.S. PLAN OF WORKERS

Scheme Fostered By Men Who Seceded From Washington Meet

CALL CONFERENCE

Triple Alliance Of Big Labor Organisations Is Purpose

FARM HANDS ALSO

Expectation Is Unions Of Canada Will Join In Movement

(*Nichi Nichi Service*)

New York, October 24.—The labor delegates who seceded from the national industrial conference are actively engaged in making preparations for an industrial war throughout the country. The New York Times, Sun, World and papers report the progress of a scheme for the organisation of a triple alliance among the Federation of Labor, Railroad Brotherhoods, and Grangers Unions.

The representatives of these three bodies will hold a conference at Washington on December 1, at which the Plumb Bill having for its object the control of the railways by the employes, under Government guarantees to the owners, other industrial and legal questions, including the nationalisation of the collieries, will be discussed. It is expected that a formal announcement on the subject will be made shortly.

FIFTEEN MILLION MEN

In the event of the proposed triple alliance becoming an accomplished fact it will muster under its banner a force exceeding 15,000,000 men, including 3,000,000 men of the Federated unions, 12,000,000 farmers and 300,000 railroad men.

Besides these, the labor unions of Canada are expected to join the triple alliance conference. It is further believed that the proposed conference will be preceded by the carrying out of a nationwide strike by either the miners or railroad men.

BILL PROVIDES TROOPS

(*Kokusai American Service*)

Washington, Oct. 27.—Senator Thomas has introduced a bill, authorising President Wilson to use troops to operate the coal mines and railways in the event of a strike.

Western Flap-Jack Appears In China

Griddle In Window Of Y. M. C. A. Cafe Attracts Notice Of Hungry Crowds

Though the Childs Restaurant and the Baltimore Dairy Lunch have not yet started branches in the Far East, the flap-jack griddle in the window has come and it may be seen doing business in plain sight of the hungry spectator at the Y.M.C.A. Cafe, 120 Szechuen Road.

The place has been made over with entirely new furniture, new dishes, beautifully white enamelled walls and under a new management. The griddle cakes are but one feature of the change.

Both electric and gas ranges have been installed and altogether more than $2,000 spent in making it an up-to-date and inviting place. The upper room of the cafe has been arranged with folding partitions so that it may be thrown into one large hall or many small banquet chambers.

Americans Support Chinese Who Want Voice In Council

Resolutions have been passed by the American Chamber of Commerce in Shanghai supporting the stand recently taken by the Chinese residents of the Settlement requesting representation on the Municipal Council.

It is the first public organisation in Shanghai with a foreign membership to take such a stand.

SUNDAY SERVICE LEAGUE

Mr. Fred C. Mabee of the Shanghai Baptist College will be the speaker at the Sunday Service League meeting this afternoon at five o'clock. The subject of his address will be "Faith." There will be the usual musical program.

Motion Picture Stars Here To Film Story Of Orient

Director McRae Brings Marie Walcamp And Harland Tucker To Work In Shanghai

BY HELEN WILLIAMS

Three of the eight petals of the Golden Lotus flower, Lao-tze, have been lost, and as these petals have part of a Sanskrit inscription on them revealing the secret of the elixir of life, no hazard is too great to regain them. At least Marie Walcamp is so convinced of the value of this secret, that she jumped off the Kashima Maru to escape her enemies. We will probably see her being rescued by a Chinese boatman and coming up the Yangtsze in a junk, for all this must be done in a truly sensational manner, as Miss Walcamp is the star of the Universal Film Company which arrived in Shanghai yesterday to take pictures.

This is the first time a motion picture company has sent its star actress, its most popular leading man and chief director to Shanghai to produce what is expected to be its master film.

The Universal Film Company is one of the largest manufacturers of films in America, and they now have a big company touring the Orient getting locations with the true Eastern atmosphere which will be used in the thirty-six reel serial "The Petals of Lao-tze." The scenario for the picture has been adapted from the book of the same by J. Allan Dunn.

IS DARING BEAUTY

Marie Walcamp, who is known throughout America for her beauty and her daring and sensational stunts, is the star of the picture. Her work in the big pictures "Liberty," "The Red Glove" and "The Lion's Claw" demonstrated further what a splendid little actress and athelete she is, as some of her stunts on horseback would give a strong man a twinge of fear, and she is also a wonderful swimmer. Harland Tucker, who was voted the handsomest man in pictures in a contest recently conducted by the Motion Picture Magazine, is playing opposite her. There are many other members in the company, among them Otto Lederer, one of our finest character actors, Wadsworth Harris, and Stockton Quincy, who plays the juvenile. The director of the company is Henry McRae, whose sobriquet is "Go get them McRae." He has directed some of the greatest film successes ever produced, two of which are "The Heart of Humanity," and "The Kaiser, the Beast of Berlin." Thomas Gubbins, the assistant director, has been in China before and speaks Chinese fluently. Joe. Waddell, the camera man, is noted for his splendid scenic and lighting effects. It is hoped that he maintains his old standard, for his mind is a bit distracted on this journey, as he has combined a business and a honeymoon trip. Mr. Waddell served in the Aviation Corps in Italy, and received medals from the United States government for his splendid work. Eleanor Fried is the business manager.

CARRY ENORMOUS OUTFIT

The company is carrying an enormous electrical outfit, capable of being set up and operated in the most isolated sections of the country. They are also carrying a complete developing outfit, making their own sub-titles, doing the cutting of the film, and arranging the continuity.

They left America on September 18, and have spent the past month in Japan, where they were fortunate in securing many unique beautiful locations. They took pictures in Yokohama, Tokio, Kyoto, Miyanoshita, Kobe, and Nagasaki. Pictures full of thrills and excitement were also taken on the boat coming to Shanghai.

Mr. McRae does not know just how long he will keep his company in Shanghai, but all the time that they are here they will be busy making pictures. Pictures will be taken all through the foreign concession and in the native city.

After the company leaves here, they will go to Hankow, Peking, Kalgan, and Urga. The reason for going to Urga is because the story calls for a great amount of work in and around some large natural cave, and Urga is famous for its caves. The trip to Urga from Peking necessitates a twenty-four hour motor ride across the desert, or they may travel with a caravan. After this they will go south and stop at Canton, Hongkong, and Manila. As the picture calls for work with tigers, they will go on to India, and probably join a party of tiger hunters.

STORY OF ORIENT

"The Petals of Lao-tze" is a fascinating and mystifying story, the action of which is laid in the Orient. A professor in America has obtained five of the eight petals of Lao-tze, which is known as the Golden Lotus flower. The petals of this flower are inscribed in Sanskrit giving the secret of the elixir of life, but to really find the elixir, one must have all the petals. He misrepresents the value of the petals to a girl whose only heritage is a golden petal, and pays her only a $1,000 for it. She overhears him offering a young adventurer $50,000 apiece if he would obtain the two remaining ones, and she also has a map showing a cave at the foot of a shrine where the flower originally came from. She is angry and decides to go to the Orient and find them herself.

In the meantime the Taoist priests, who want the entire flower, have sent to America to find it, and they will stop at nothing to get it. She meets the young adventurer at a ball, and also the representative of the Taoists. The adventurer knows nothing of the girl's interest in the flower, and she knows nothing of the man from the Orient, but he knows that she is the daughter of the man who had had one of these petals, and he thinks that she has all of them. They all sail on the same ship. After the representative of the Taoists realises that she has no petals, but is after them herself, he throws her off the ship, but she is rescued. They arrive in Japan safely, and as all they know of the cave is that it is in the Orient, they search Japan thoroughly, and then they start for China. In China she disguises herself as a Chinese woman and travels in this way. She reaches Peking, and after a long trip by camel train across the desert, she locates the remaining petals. Then she is chased all down through China and into India by both the young adventurer and the villian. Finally a beautiful love story develops between the girl and the adventurer and they decide to return to America and she permits him to give the two petals to the professor for $100,000.

Deliver Bonds Of Japan War Savings

Delivery orders for bonds or demand drafts on the China and Japan War Savings Association have lately been despatched to the various branch associations, according to notice issued by Mr. E. F. Goodale, secretary and treasurer of the Association.

In cases where the address is in doubt the documents referring to such accounts have been retained until the members apply for them.

Documents for those in England will be despatched shortly unless information is received at once that the member is returning.

News Brevities

The British Postmaster desires to acknowledge with thanks the receipt of books, magazines etc. for H. M. Forces from Mesdames D. S. Barclay, B. A. Somekh, C. W. Morrison, Messrs. H. Browett, W. F. Inglis, A. Edwards, I. Tuxford, P. Lessner, A. R. C. Newburgh, L. Ashcroft, W. Hughes, Gubb, Livingston and Co., White-Cooper, Muster and Harris, Jardine, Matheson and Co., Customs Club Library, Wuhu, H. B. M. Postal Agent, Tientsin, "A.W.L," "Anonymous" and "Anona."

* * *

The Rev. E. C. Lobenstine, secretary of the China Continuation Committee, will address the missionary prayer meeting tomorrow at Union Church Hall, on the subject of "The interchurch world movement and its application to conditions in China."

* * *

What observance the American community shall make of Thanksgiving day, November 27, will probably be left, as last year, to a meeting to be called soon at the American Consulate-General.

* * *

Following the custom in years past the American Consulate-General will be closed to public business in the afternoons of the race days, November 10, 11 and 12.

* * *

The Doon Nyi Benevolent Association has brought suit in the United States Court for China against Mr. Henry S. Grew and others of the family to quit title to a piece of real estate, Cadastral lot No. 204.

* * *

Misses Aileen and Doris Woods together with their mother, Mrs. Harry Woods, who have delighted the guests at the Carlton the past week with their singing leave today for Hongkong on the Kashima Maru.

* * *

Messrs. H. Richards and W. Cooper arrived yesterday from Japan on the Yokohama Maru.

* * *

Beginning Tuesday afternoon of this week, tea dances will be held at the French Club on Tuesdays instead of Mondays.

* * *

Mr. P. H. McKay, Kobe importer and prominent race horse owner, is expected to arrive today on the Omi Maru. He visits Shanghai regularly twice a year for the races.

Wedding

REMEDIOS-RIBEIRO

Mr. Alexandre Antonio Collaco dos Remedios was married yesterday afternoon to Miss Luiza Maria Ribeiro at the St. Joseph's Church, Rue Montauban, by the Rev. Father J. Crochet, in the presence of a large gathering of friends.

The bride was given away by Mr. A. M. Ferreira, and Mr. G. H. Lawrence was best man.

The bride looked charming in her wedding gown, a creation of white crepe silk, trimmed with beads, orange blossoms and fine netting, with a long train. She carried a shower bouquet of white carnations and lilies. Miss Britto was the bridesmaid and carried a bouquet of tea roses. The flowermaids were Miss Lawrence and the two Misses Stuart.

A reception was later held at the home of the groom's mother, 56 Haskell Road, where the well-wishers, including a party of Volunteers just through their shooting at the rifle range, heartily drank the toast proposed by Mr. Lawrence.

Mr. and Mrs. Remedios left by the evening train for Hangchow, where they will spend their honeymoon. On their return they will reside at 5 Albury Lane.

HONGKONGYARN MARKET AFFECTED BY EXCHANGE

Free Purchasing Checked By Anticipation Of Heavy Fall In Prices

(Reuter's Pacific Service)

Hongkong, November 8.—Messrs. Polishwall and Kotewall's report states: "The yarn market has been adversely affected by the sudden big rise in exchange on India. Buyers have not made free purchases in anticipation of a substantial fall in price. The few sellers, due to the cheaper price in India, have induced buyers to operate forward goods for which rates are said to have been very low, delivery extending as far as January and February. The market closed fairly steady. Sales 5,000 bales. Unsold stocks 1,800 bales, uncleared 17,000 bales."

Benefit Concert Tonight

In aid of the Jewish poor of Shanghai a concert is to be given tonight in the banquet hall of the Palace hotel in which the celebrated violinist, Mr. V. Grafman is to appear. He recently made an unusual success of his concert given in the Astor House. Miss S. Budkin, famous Jewish actress will give Jewish songs and recitations with Miss Dina Grafman at the plan.

The Opera

For "Madam Butterfly" there was only standing room to be had in the Olympic theater last night. This is the first packed house in the larger auditorium.

The tragedy as everyone knows, requires an elaborate preparation of Japanese domestic custom and ritual that brings it, to the Far Eastern resident, very near home, and makes any performance of it easy to pick holes in, if the hearer is so inclined.

The Russian company had a carefully studied reading with very up-to-date Nagasaki houseboys, all complete. The gun salute of the American ship woke echoes in Nagasaki that made the house jump.

The opera altogether and Miss Ossipova ("Butterfly") settled down after the rather sketchy and very difficult first act. The difficulty is that of getting smoothly round the rapid action without the act appearing fussy. Miss Ossipova always has things at her fingers' ends, and when she recovers from a pronounced *vibrato* becomes very expressive.

In the two parts of the second (and last) act the music worked up smoothly to the final emotional crash. The scene at dawn was finely done, and on that the whole depends for its native Japanese atmosphere amongst all the bustle of foreigners and foreignised natives.

Mr. Daniloff's acting as Pinkerton had feeling and passion, and his singing is always expressive. The older and wiser Consul was well portrayed by Mr. Gorlenko.

The cast:

Madame Butterfly, (Cho-Cho-San) .....Miss Ossipova
Suzuki, Cho-Cho-San's servant .....Miss Buraskaya
Lt. Pinkerton, United States Navy .....Mr. Daniloff
Kate Pinkerton, his American wife .....Miss Ivanova
Sharpless, United States Consul at Nagasaki Mr. Gorlenko
Goro, a marriage broker Mr. Voronoff
The Bonze, Cho-Cho-San's uncle .....Mr. Ardatoff
Conductor: Mr. Furst.

Those who enjoyed "Butterfly" may hear it again on Wednesday when it has been requested.

The revised list of operas to come is as follows:

Today, Matinee "Pagliacci" and "Cavalleria Rusticana."
Tonight, "Boris Godownov."
Monday, "Faust."
Tuesday, "The Jewess."
Wednesday, "Butterfly."
Thursday, "The Tsar's Bride."
Friday, "Gioconda."
Saturday, "La Trovatore."

On Sunday next a gala performance introducing all the cast in their own scenes from various operas.

The Company sails on Monday November 17 for Manila.

"Boris Godounov" tonight will show the company at its best in great Russian opera. Mr. Hochloff appears as "Boris."

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(漢口經理大新街鄭大有)
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Why do most Shanghai people buy a BUICK Touring Car?"

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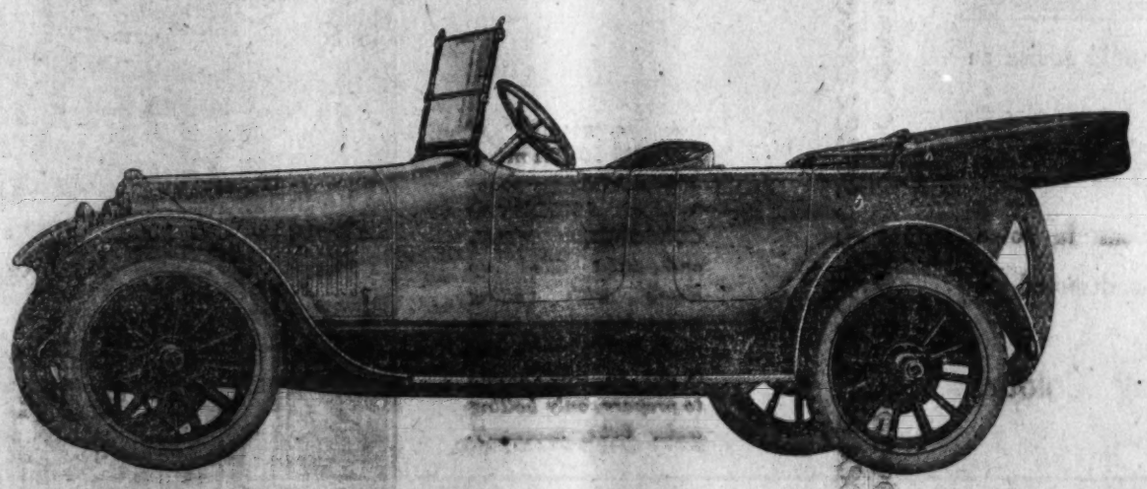

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EXCLUSIVE AGENTS

NEW VICKERS CONTRACT NOT COMMERCIAL DEAL

Aeroplane Transaction Said To Include Cash Advance To Peking Government

(From Our Own Correspondent)

Peking, November 4.—Chinese papers here published the following statement with regard to the recent Vickers Aeroplane Loan this morning:

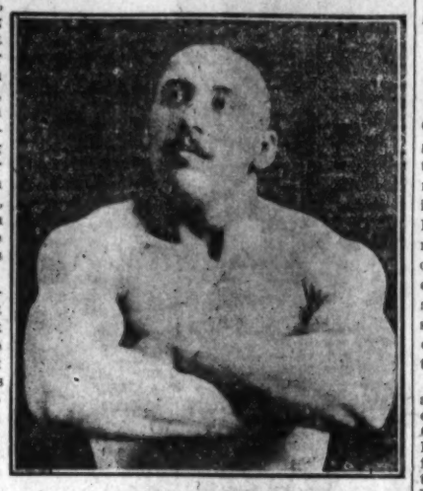
"According to reports from official sources the British Vickers Company Aeroplane Loan of £1,600,000 was signed by General Chin Yun-peng in behalf of the Government and by Mr. Ferguson of the Chartered Bank of India, Australia and China. Contrary to all previous reports and official denials, the Vickers contract is definitely understood to provide for a cash advance to the Chinese Government of £500,000 within 45 days of the signing of the contract. This money will go to the Ministry of War for "administrative expenses," so the loan is not the purely commercial transaction that it has been represented as being.

"It is further understood that those officials who are aware of the terms of the loan admit that it constitutes a violation of the Arms Agreement by both parties to the contract, but these officials are reported as saying that the Ministry of War, at least, had no alternative in the matter, as it was vital for it to raise funds for the payment of troops and for necessary military and administrative expenses."

The Central Government recently instructed the Yi Shih Pao to deny in its behalf a report that the Vickers Contract provided for a cash advance of £200,000 to the Ministry of War and advised the Yi Shih Pao to exercise extreme caution in the future publication of alleged loan contracts. And Reuter's Agency has likewise given out a statement that the Vickers Aeroplane Contract is a purely commercial transaction in which no cash advance to the Government is provided for.

The Government's denial that any cash advance is involved in the Vickers transaction is, however, weakened by the fact that it has also authorised the denial of the $30,000,000 loan agreement with the Continental and Commercial Bank of Chicago, whereas the existence of this latter loan is perfectly well known to both Chinese and foreign officials here. Thus, there is a growing conviction here that only the publication of the terms of the Vickers Contract will put a stop to the publication by the Chinese press of what may be either facts or rumors regarding the latest British financial and industrial venture in China.

Crack Wrestlers Matched For Nov. 13



WILLIAM BERNE

William Berne, who is in training here for a match at the Victoria Theater with the champion Indian wrestler, Noor Mohamed, on November 13, is himself far from being unknown. For four years he has been touring America, Mexico and South America and now he has started upon his Asiatic career.

He holds the record for the longest wrestling contest. It was in the Mexicalle Arena that it took him four hours and 15 minutes to throw the celebrated Montana.

His matches with the famous Stacher gave him one win, and one draw and that with the world's champion, Zbysko in the Manhattan Opera House, New York City, lasted two hours and ten minutes.

Berne beat Professor Ito, the noted Japanese wrestler and trainer, at Los Angeles and later in Honolulu he threw the champion of the United States army. A recent match with the wild Cossak, Leon, resulted in a draw.

As a celebrity in the wrestling field he holds world records. He was one of three champions in the New York Wrestling Tournament in which 45 contestants figured. He is a member of the Charles Margelis Vaudeville Company and keeps himself in trim by strongman stunts.

Advertising Club To Meet Wednesday

The Advertising Club of Shanghai will meet Wednesday evening at 9 o'clock at the Palace Hotel. There will be two addresses. One on office methods and forms will be jointly given by Messrs. J. S. Potter and J. A. Dissmeyer, while the other on "The Graphic Methods of Presenting Advertising Facts" will be read by Mr. S. B. Stevenson.

CONCERTS AT Y.M.C.A.

Two audiences of enthusiastic music lovers listened yesterday to the conserts of the Russian vocal trio at the Y.M.C.A. The crowd at the evening performance was the larger.

French Officer Held As Bolshevist Agent

Court Martial In Case Of Captain Sadoul Begins In Paris

(*Reuter's Wireless Service*)

Paris, November 7.—(Via Lyons and Koukaza).—The court martial of the French Captain Sadoul who became a commissary of the Russian Soviet Republic has begun here. Captain Sadoul, who is charged with intelligence with the enemy and who is standing as a Socialist candidate at the forthcoming French elections, is at present in Russia.

Sun Company Suit In Hongkong Is Ended

(*Reuter's Pacific Service*)

Hongkong, November 8.—Mr. Chang Sui-hing's application before the Supreme Court for winding up the Sun Company has been withdrawn.

DELEGATES WILL ATTEND TRADE MEETING IN U.S.

Members Of American Chamber Can Now Make Reservations On Steamer Ecuador

The National Foreign Trade Council, the most important organisation in the United States that is interested in the development of foreign trade, will hold its next annual convention in San Francisco, May 16-20, 1920. The reason for selecting the Pacific coast as a meeting place was, according to the directors, for the specific purpose of making a study and investigation of the commerce of the Pacific and for the development of that trade.

In order to encourage a large attendance on the part of American business men overseas, the Council has arranged with the Pacific Mail Steamship Company for the allotment of one ship, the Ecuador, leaving here on March 27, for American delegates to the convention.

Since there is no limit as to the number of delegates that the American Chamber of Commerce of China at Shanghai or other American Chamber of Commerce in China may send, applications for reservations on the s.s. Ecuador by American business men, should be sent at once to the Secretary of the American Chamber, Shanghai.

In case there are cabins available after the American delegations have been assigned, reservations will be made for delegations from Chinese General Chamber of Commerce of Shanghai. Several delegates from the Chinese General Chamber of Commerce have already been appointed and have departed for America.

The National Foreign Trade Council is composed of approximately 100 members, each representing the largest American corporation in his line of business. It includes banking, petroleum, the packing industry, steel production, machinery, electricity, rubber, cotton, grain, food products, hardware, copper, railroads, hardware and metals, cooperage, flour, lumber, vegetable oils, chemicals, stock exchange, paper and printing supplies, harvesting impliments, railroad equipment, leather, coal, automobiles, importing and exporting interests, etc.

All discussion are open to the public and at the conclusion of the convention, they are published in book form and distributed. The convention usually adopts a set of resolutions regarding the foreign trade policies of American business and these resolutions form the basis for legislation presented to Congress on these subjects.

The American Chamber of Commerce of China is urging the largest possible attendance at this meeting because of its importance in the development of closer trade relations between America and China.

American business men in China who are planning a trip during 1920 are urged to make their arrangements to be presented at the convention.

Fall Flower Show Opened By Poincare

(*Reuter's Service*)

Paris, October 30.—The annual chrysanthemum and fruit show was opened yesterday in Paris by President Poincare accompanied by M. Noulens, Minister of Agriculture.

GREAT EASTERN OPENS OFFICES IN PARIS

Railway's Continental Traffic Routes Radiated Through Berlin Before War

(Reuter's Service)

Paris, November 1.—A sign of the times is the opening, announced to take place on Monday, of the new continental offices of the Great Eastern Railway Company in Paris.

Before the war the Great Continental traffic routes outwards from England radiated through Berlin.

Now the metropolis of Europe is Paris, and all the European business of the Great Eastern in passengers and freight is to be centralised in Paris.

At Home At Navy Y.M.C.A.

The first at home held under the joint auspices of the American Woman's Club and the Navy Y.M.C.A. took place yesterday at the Navy Y.M.C.A. Over 60 attended the affair, including 20 ladies. The function, which was held under the direction of Mrs. J. B. Sawyer, wife of the American Consul, was a great success.

After the dinner at 7 o'clock, a musical program was given. Mr. William Chapman of the United States Court for China and Miss McConnell rendered vocal solos, accompanied by Mr. Glizel on the piano.

It is planned that the dinner will be made a monthly affair during the winter season every year to entertain the officers and men of the American warships in harbor.

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Although when measured by years of service given, and by general standards of economy, FLAT-TONE has always led, it is now under existing conditions almost invariably lower in initial cost than ordinary wall covering.

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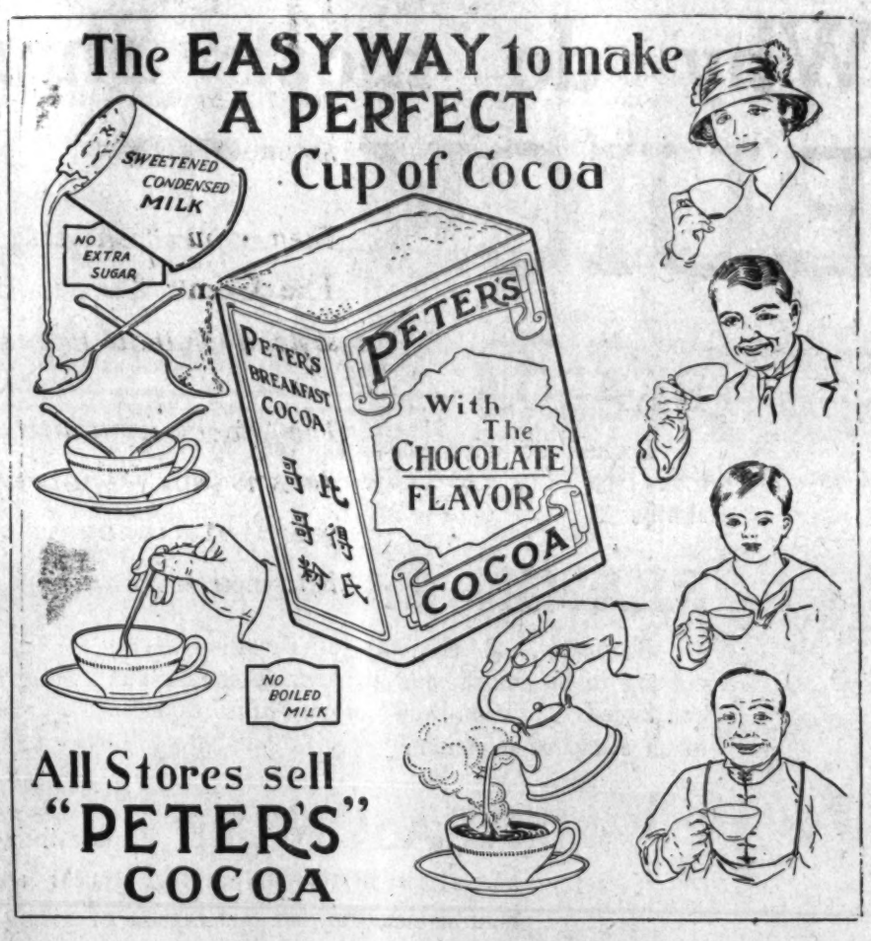
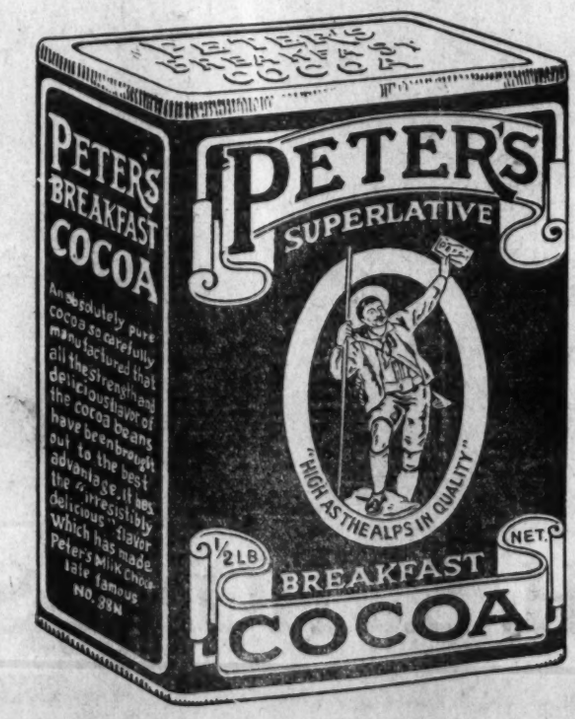
F. (2)

The EASY WAY to make A PERFECT Cup of Cocoa



All Stores sell "PETER'S" COCOA



A teaspoonful of PETER'S COCOA mixed in a cup with a teaspoonful of SWEETENED CONDENSED MILK, and then filled up slowly with boiling water, is as nice as cocoa made with all milk and is not so troublesome to prepare, only boiling water being necessary.

This COCOA has the favourable characteristics which have made Peter's Milk Chocolate famous.

Sold in three sizes
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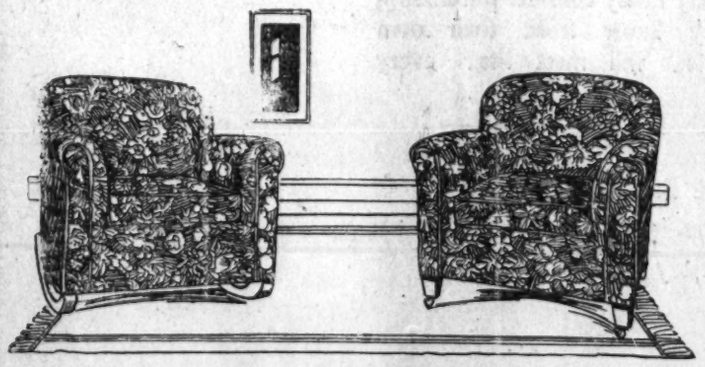

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Silk and Wool Tapestries in all Colours
50" $8.50 yard

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Then you remember that you have always heard **The Comfort Car** *spoken of as being unusually good style and that it has a wonderful Motor.*

The fact is that the good taste of **Hupmobile** *design is far longer-lived than one season, or one year. It actually does make the* **Hupmobile** *a better investment.*

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THE STAR GARAGE, 125 BUBBLING WELL ROAD

Good Roads Surest Aid For China Today, He Says

Everard Thompson Builder Of Yale Bowl Here On Tour Of Investigation

Mr. Everard Thompson, known in the United States as the builder of the Yale Bowl, the largest sports arena of ancient or modern times, and the New York Motor Speedway, the world's fastest race course, has recently arrived in Shanghai on a tour of investigation of trade conditions in the Far East.

His particular mission is to look into the immediate future for motor vehicles and motor tires.

Mr. Thompson has already covered very thoroughly Japan, Korea, and Southern and Northern Manchuria and is now in Shanghai to look over conditions in this part of the world. He was seen at the Central Garage by THE CHINA PRESS yesterday afternoon. He expressed himself as being much impressed with the fine streets of Shanghai, which were the best he had seen yet in the Far East, and by the large number of motors on the streets.

"What do you think of the possibilities for the motor in China?" Mr. Thompson was asked.

ROADS NEEDED

"The motor cannot of course come to China until adequate roads are built, I mean it will not come to its civilising mission in any great numbers. There will be a steady increase in the cities, naturally, where its value is great, but it will not come fully to its own until the Chinese people build roads.

"A great many aids to China's progress have been suggested—more education, an easier language, more railroads. All these are good and will play their part but the great civiliser of today is the good highway which permits easy travel on foot, or wheelbarrow or horse-back or motor car from one end of the country to the other. The surest aid for China today, I think, is good roads. The wonderful network of waterways have served for thousands of years but they are inadequate at best and can never satisfy the needs of an awakening China. Give this great and marvelously fertile country good roads for the transfer of people and produce from province to province and the connection of the rich inside provinces with the sea ports and there need be no worry about China's development: Good roads and the motor truck have wrought a marvellous change in transportation in America. They will do even more in this great Empire, which needs transportation more than any other thing.

OFFERS SUGGESTION

"It would be an ideal thing if China could discard all the transitional phases and begin to build only the perfect road but that is hardly possible. They cost too much money and take too long. The bridge problem is a great one in this country of rivers but if a start is made as in the case of the Shanghai-Woosung road others will follow. A national road commission should be appointed to make out most needed highways and when rights of way are obtained proceed with the business of road construction, using materials at hand. It has been suggested that the Chinese army of a million men about to be disbanded be used in road building. It sounds like a good suggestion to me.

"With roads three quarters of China's difficulties will disappear. Transportation will bring her out into the open. The world needs China and her produce and the only thing which will make it available is the highway, from capital to capital, from town to town and from village to village. Every mile of good roads will pay for itself over and over again in wealth and health."

Mr. Thompson, who represents the Firestone Tire and Rubber Co. of Akron, Ohio, will be in Shanghai for several weeks completing investigations and will then go on to Hankow, Tientsin, Peking and perhaps into Mongolia.

CLUB WOMEN GET VIEW OF RARE PORCELAINS

Visit Paid By Americans To Home Of Tang Shao-yi And Are Entertained

Eighteen members of the Literary Department of the American Woman's Club yesterday afternoon journeyed out to the home of Mr. Tang Shao-yi, 128 Range Road, and inspected his collection of rare porcelains. Mr. Tang first gave a sketch of the history of Chinese porcelain ware and then showed the ladies samples of various kinds of eggshell Chinaware, blue and white Chinaware, the Blanc de Chine and the Celadon varieties of the Sung and Ming Dynasties.

Tea was served and the members of the department were high in their appreciation for the courtesy of Mr. and Mrs. Tang.

Members of the department will have the opportunity of seeing another collection and bronzes on November 15.

To his visitors yesterday Mr. Tang, gracious host, as well as connoisseur of porcelains, spoke interestingly upon the history of Chinese ceramic art, and of the many classes of porcelain and methods of manufacture. In the old days at the court, he said, porcelain of a different design was used for each month and each season of the year, the numerous floral designs being emblematical of months and seasons. There were many others for special uses, as for different degrees of mourning, those for auspicious and for festive occasions. *Blanc de chine* was for use when the court was in deep mourning, the frequently-seen blue and white for mourning of a lesser degree. For auspicious and happy times there was the "five-colored" ware. The wonderful color effects were obtained in the best pieces by the use of jewels ground into powder and laid on under the glaze.

Mr. Tang pointed out many examples of the various periods and designs of porcelains. Two particularly rare and beautiful examples are a great palm-green vase from the time of Chien-Lung, and another, an imitation in color and texture of lapis lazuli.

In The Mixed Court

Breaking out of a house is burglary just as much as breaking into it, according to ruling of the Mixed Court yesterday. A man who slipped into a residence at 314 Fokien Road in the day time and hid there until late at night and then after robbing the place broke out was sentenced to three months yesterday.

* * *

Ill luck has been dogging the footsteps of Koo Ah-nyi ever since his sixth sentence and expulsion from the Settlement. Thursday he returned and stole a perfectly good piece of copper worth $10 from a shop at 118 Ningpo Road. He made his escape without leaving a trace. Promptly he walked into another and remote shop and offered the copper for sale. The proprietor eyed the loot keenly and then he called the poilce. He happened to be owner of both shops. At the station a wise police sergeant recognised Koo as a returned exile without permit and yesterday in the Mixed Court he was sentenced to one year.

* * *

Two Chinese were arraigned in the Mixed Court yesterday charged with the murder of S. Ching the night of October 28. Eight others were ordered held on lesser charges as being acquainted with the facts or associated with the murderers. The cases of all were remanded for one week.

* * *

In true melodramatic fashion the falsely accused lady was freed in the Mixed Court yesterday and the alleged villain was ordered put behind bars.

It was the case of Dau Yang-sze, a woman accused of larceny. Before the case came to trial, notice came of withdrawal of the complaint. In explanation the attorney for the accused said that the charge had been brought merely for spite and the complainant knew that the woman was innocent.

Thereupon the Court displayed a special interest and instructed that a warrant be issued for the erstwhile complaint, Day Ying-dong, on the charge of false accusation.

* * *

Three Chinese police officers were arraigned as prisoners before the Mixed Court yesterday charged with accepting bribes and obstructing the course of justice.

They are accused of having taken money from opium smugglers in exchange for given them protection from arrest.

The case will be heard at a special hearing to be called by the Registrar of the Court.

Concert Tonight To Assist Jewish Poor

Mr. W. Graffman, Celebrated Violinist, To Be Supported By Two Noted Actresses

Mr. W. Graffman, the celebrated violinist, will give a concert tonight at 9:15 o'clock at the Palace Hotel in aid of the Jewish poor of Shanghai. The violinist will be assisted by the noted Jewish actresses, S. Budkin and Dina Graffman.

The program will be as follows:

1. Tartini-Sonata (Trillo de diavolo)
2. Tschaikowsky-Serenade Melancolique
3. (a) Kreisler-Caprice Viennois
   (b) Wieniavsky-Polonaise Brillant
   Perf. by W. Graffman
   Part II.
4. Recitation (Jewish)
   Perf. by Miss Budkin
5. Kol Nidrei
   Perf. by W. Graffman
6. Jewish Songs
   Perf. by Miss Budkin
7. Ahron, Jewish Melody
   Perf. by W. Graffman

Ex-Senator Burton Talks On Shantung

(Continued from Page 1)

merce; Dr. W. T. Findley and R. H. Parker of the American Club; Mr. Geo. A. Fitch, American University Club; Capt. Shapleigh, United States Navy; Mr. E. H. Everett, U.S. Postal Agent; Mr. Sterling Fessenden, American Bar Association; Messrs. W. S. Fleming and A. S. Goldsmith, American Association of China; Dr. J. Petit, Rotary Club; Dr. S. A. Ransom, American Co., S.V.C. and U.S. Health Officer; Mr. W. A. B. Nichols, American Red Cross Society; Messrs. C. H. Webb, Editor and J. E. Doyle, of THE CHINA PRESS; Mr. A. R. Hager American Advertising Club and Mr. Barnes Moss, commercial advisor to the Chinese Government.

Mr. Wang I-tang, Northern chief peace delegate; Mr. Wang Kenting, Taoyin of Shanghai; Admiral K. K. Lang, Commander-in-Chief of the Chinese Navy; Mr. Yao Yu, Customs Superintendent; Mr. Sun Pao-chang, City Magistrate; Admiral Ho, Chief of Staff to Admiral Lang; Commander Chen, Aide de Camp to Admiral Lang; Major Sun Chi-chen, Aide de Camp to General Lu Yung-hsiang; Messrs. Fang Lih-tse and Kiang Han-san, associate Northern peace delegates; Mr. Chu Pao-san, chairman, Chamber of Commerce; Mr. Ku Hsing-yih, chairman, Native Chamber of Commerce; Mr. Sung Hang-chang, manager, Bank of China; Mr. Chien Hsing-tse, manager, Bank of Communication; Mr. Fu Siao-an, manager, Commercial Bank of China; Mr. Chang Nieh-yuan, secretary, Chamber of Commerce; Messrs. Wie Loh-chuen, Du Shun, Lou Ching-sue and Tsao Sin-tse, secretary to Mr. Wang I-tang and Mr. N. T. Yang, secretary to Bureau of Foreign Affairs.

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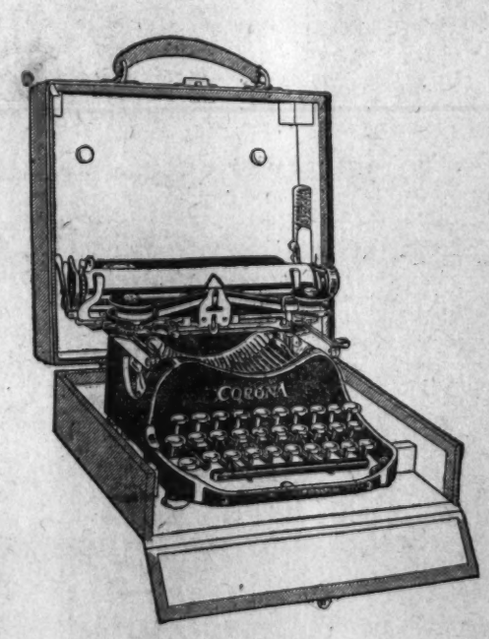

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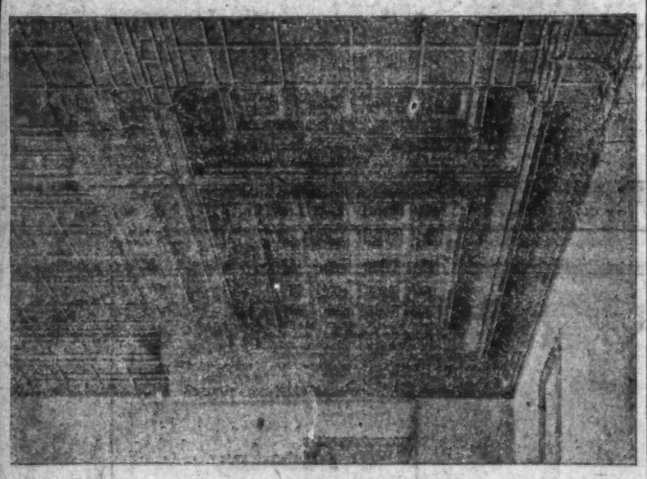

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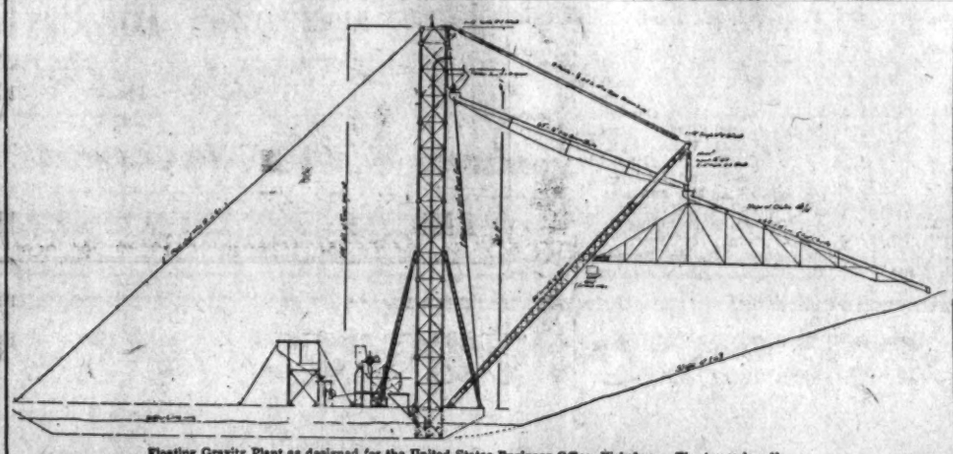

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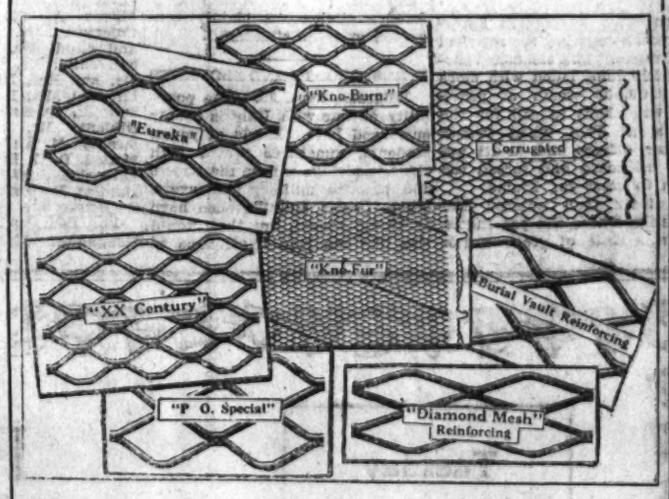

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Conspirators On Every Train For Trieste And Every Ship For Dalmatia

CROWN COUNCIL AT ROME

Members Pledged To Secrecy By King—Peace Conference Worried

London, Sept. 25.—The situation on the Adriatic continues to fire the imagination of all Italy, according to a Milan despatch to the Daily Telegraph. New adventures come to light every day. Trieste and places along the armistice line are centers of conspiracy. Every train leading to Trieste and every ship sailing for Adriatic ports has conspirators on board.

Carabinieri on the ships and trains have been multiplied in vain. Enthusiastic patriots are succeeding in eluding all precautions. Secret meetings are held in railway compartments as the trains rush toward Trieste. Officers and soldiers disguised as civilians whisper mysterious words. They have documents procured in the most extraordinary way for the most extraordinary missions. On the way they consult as to the means of getting out of Trieste and reaching the armistice line.

Horses, mules, vegetable carts, cabs hired by night, motor cars lent stealthily by private patriots, or even by officers and soldiers from the military camps, are impartially employed as conveyances. When the mysterious travellers get to the station they quietly seek all sorts of exits except the regular ones, and many of them, failing to find means of conveyance, start out on foot in the night.

Remarkable adventures savoring of patriotic piracy are reported from Trieste. The steamer Venezia, of 500 tons, laden with more than $200,000 worth of provisions, was about to sail for the garrison at Pola when twenty volunteer officers and arditi appeared on board and forced the Captain to steer for Fiume.

An officer then entered the main cabin, where the passengers were in a state of great excitement. He assured them that nothing would happen to them, but they must remain quiet and they would land in Fiume instead of Pola. Some of the women fainted, but gradually every one became resigned to the inevitable.

In the evening the steamer arrived safely in Fiume hoisted the Fiume flag and was hailed at the pier by an enthusiastic crowd.

WILSON NOTE ABOUT FIUME

Rome, Sept. 25 (Associated Press).—The Crown Council held two sessions today to consider the situation growing out of d'Annunzio's seizing Fiume. If any decision was reached, no announcement was made.

(A Paris despatch reports that in Peace Conference circles the conviction is general that some recent communication from President Wilson was before the Council. The Italian delegation in Paris was in constant communication with Rome today and tonight, but would make nothing public, except that at the King's request all the members of the Council pledged themselves not to divulge the proceedings.)

The committee sat in the forenoon until luncheon time and adjourned until 4 o'clock. The other sitting lasted until 7 o'clock this evening. Baron Sonnino, former Foreign Minister, and Signor Turrati, leader of the Extreme Socialists, were not present. In a letter to Premier Nitti, Signor Turrati explained that the traditions of the Socialist group precluded his attendance upon the Crown Council.

The tremendous gravity of the situation is now thoroughly understood by everybody, and is embodied in the Messogero's question "Do you want another war?'

SEBENICO, TRAU AND SPALATO

Paris, Sept. 25.—Apparently in emulation of d'Annunzio, other Italian leaders are reported to be advancing on Sebenico, Trau and Spalato, important towns along the Dalmatian coast which have been under the control of Jugo-Slav forces. Peace Conference circles are plainly concerned over the situation.

SERBS, CROATS AND SLOVENES

Belgrade, Sept. 25.—The possibility of war with Italy is openly envisaged here. Bands of young students, sometimes armed with rifles or pistols, parade the streets and practice military maneuvers. Serbs, Croats and Slovenes have many differences, but they would rise like one man if all hope of the evacuation of Slav territory by the Italians were lost. Americans are still extremely popular here—indeed, they are more popular than persons of any other nationality—although faith in President Wilson's power to enforce his doctrines is less pronounced. "We must strike Italy before she strike us." the leaders are muttering, and d'Annunzio's raid at Fiume has given weight to their exhortations.

Passengers Arrived

Per C.N. s.s. Luenyi for Hankow: Mr. and Mrs. J. Cochrane, Mr. and Mrs. Stotler Mr. and Mrs. Bready, Messrs. C. F. Johnstone, H. I. Poussette, E. Fanstone, E. G. Bryne.

Per C.N. s.s. Shantung from Hongkong: Mrs. Pike, Messrs. Heath, Morris, Rev. W. Mather, Lieut. Engley.

Per I.-C. s.s. Kiangwo from Hankow: Capt. J. F. Messer.

Per N.Y.K. s.s. Kashima Maru from Seattle and ports: Mr. and Mrs. Barnhill and child, Mr. and Mrs. Challoner and child, Mr. and Mrs. Gustafson and 3 children, Misses L. A. McRae, L. Roberts, E. L. Fried, W. Walcamp, R. C. Benson, C. Cheffee, G. J. Saylor, Mr. and Mrs. Butchins, Mr. and Mrs. Eaten, Mr. and Mrs. Dandoy, Mr. and Mrs. Nosse and 2 children, Mr. and Mrs. Shelton, Mr. and Mrs. Walter, Capt. R. Swain, Mrs. C. F. Swain, Mrs. C. L. and Miss H. M. Wilson, Mrs. R. Lent and 2 children, Mrs. J. F. Wadell, Mr. J. Wadell, Mr. and Mrs. Kawaguchi, Mr. and Mrs. Takahashi, Mrs. Ohori and child, Mrs. Saito, Mr. and Mrs. Chang, Mr. and Mrs. Clifford Fox, Mr. and Mrs. Benson and 2 children, Mr. and Mrs. Jones and child, Mr. and Mrs. Schiasser and 3 children, Messrs. P. D. Talov, H. Catcherell, S. S. Penney, H. McRae, O. Lederes, L. W. Harris, E. F. Gernovdy, C. Monroe, H. W. Tucker, H. B. Campbell, A. Attoson, Kinising, Takagi, Wada, C. E. Hogue, P. Genin, F. Verbetre; through passengers for Hongkong: Mrs. L. E. Barnes, Mrs. S. B. Cross, Misses A. Clegg, M. Ogg, B. Coleman, Mr. and Mrs. Colett and child, Mr. and Mrs. Colett and child, Mr. and Mrs. Dawnie, Mr. and Mrs. Dabbley and child, Mr. and Mrs. Denison, Misses M. and M. Denison, Mr. and Mrs. Giblens, Mr. and Mrs. Wilton, Mrs. K. M. McDougall and child, Messrs. D. G. Bruce, M. Maas, D. Sutherland, W. Woodstock; for Manila: Messrs. W. B. Mason, A. G. Henderson.

Per P.M. s.s. Colombia from Hongkong: Mrs. Ida Epstin, Misses L. B. Flory, S. Shibbeth, Barbara Thompson, Mr. and Mrs. H. W. Levington, Mrs. R. Mencarini, Mrs. Beach Thompson, Mrs. N. L. and Master Marcus Watson, Major and Mrs. W. A. Wills, Messrs. P. Boon, Chas. A. Clark, M. S. Hamilton, A. F. Mencarini, Jno Roullven, H. M. Ray, D. S. Robertson, N. J. Stabb, H. P. Veeder, Arthur Walser; through passengers for Kobe: Mr. J. W. Prather; for Yokohama: Mr. and Mrs. J. E. Kitchin, Mr. and Mrs. W. P. Schell; for Honolulu: Mr. O. H. and Master O. P. Otterson; for San Francisco: Mrs. A. I. Bacmeister, Mr. nad Mrs. E. L. Brigham, Master D. Brigham, Mrs. Yan Chin, Mrs. M. Fiellesdim, Mrs. M. Heinrich, Master J. F. Heinrich, Mr. and Mrs. C. F. McPhillips, Mrs. R. Mistron, Miss H. Neilson, Rev. and Mrs. Ben Rowland, Mrs. Hoo See, Mr. and Mrs. Otto Voster, Miss H. and Master R. Voster, Mr. and Mrs. LeRoy Wood, Miss E. Wood, Messrs. R. J. Ault, E. E. Biggs, Fong Boon, H. S. Bradley, O. F. Campbell, Uont Sun Faith, V. Gedde, Jee Hong, Jose Hong, Jose Soo Hoo, Ng Kay, H. Kenyon, C. H. Loftus, Juan Lung, V. Mills, S. H. Oftedahl, Jose Pino, F. P. Sherwood, Manuel Shi, Remon Shi, P. Sukhum, K. Sukhavanija, A. N. Thomas, Ng Tong, Chew Wah, E. C. Fung Wing.

Per N.Y.K. s.s. Yokohama Maru from Japan: Messrs. E. Maru, H. Richards, T. Ito, W. Cooper, D. Ota, M. Fujii, Monkman.

Passengers Departed

Per C.N. s.s. Yingchow for Hongkong: Lt. R. F. Murrphy, Messrs. W. J. Stokes, J. Rees, B. S.M., C. Keeble, C.S.M., Barber, Sergts. J. Duhan, D. Dempsey, P. Masterson, W. T. Henderson.

Per P. M. s.s. Colombia for Yokohama: Mr. and Mrs. Von Norman, Miss Froberg, Messrs. S. Ward, J. J. Gorman, F. R. Pendleton, F. A. Smith, C. M. Mallonk; for Honolulu: Mr. and Mrs. C. A. Gorelangton, Mrs. F. Carpenter, Miss H. Ilanis; for San Francisco: Miss V. I. Cain, Mrs. A. Marshall and son, Mrs. J. H. Scott and family, Mr. P. O. Hanson and family, Messrs. Chas H. Teaft, W. R. Dorsey, Tsai Chiao, Hsu Hon Yu, G. E. Guy, F. L. Robbins, P. S. Newcomb.

Per N.Y.K. s.s. Kashima Maru for Hongkong: Mr. and Mrs. G. H. Cook, Lieut. General A. Pinto, P. A. da Silva, Misses D. Earle, A. and D. Wood, Mrs. H. Wood, Mme. H. E. Sofia de Rivos, Misses S. and C. Rivos, Rev. M. Jeromym, Mr. and Mrs. Bracken, Messrs. T. E. Burton, A. D. Menkal, T. Cassella, W. F. Denby, A. Raux, Yoshikawa, Komoto, J. Bobyet, B. de Borodaewsky, D. G. Oriotis, C. L. Royers.

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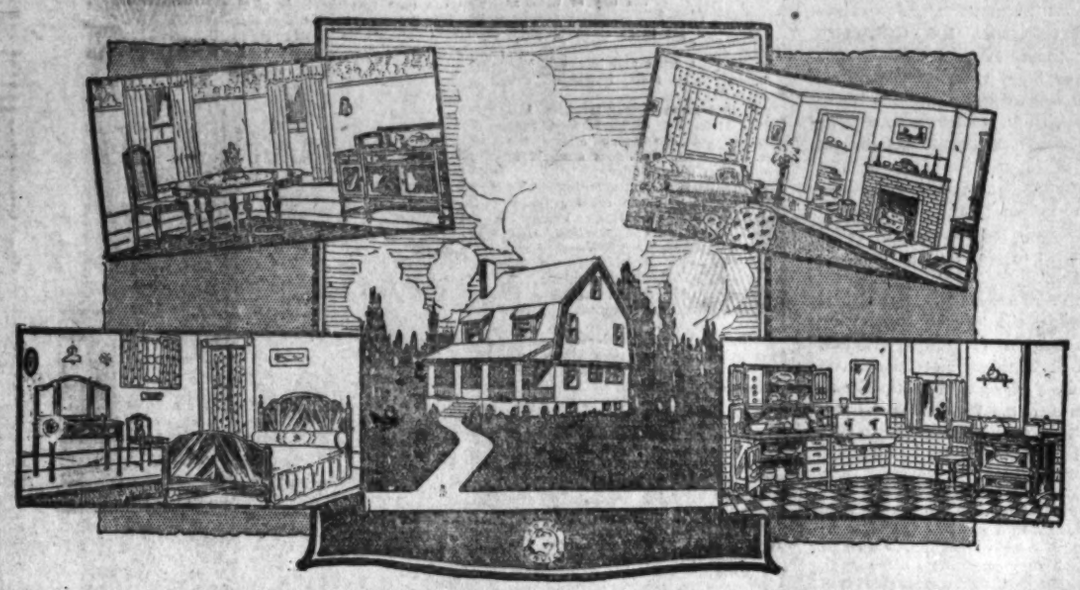

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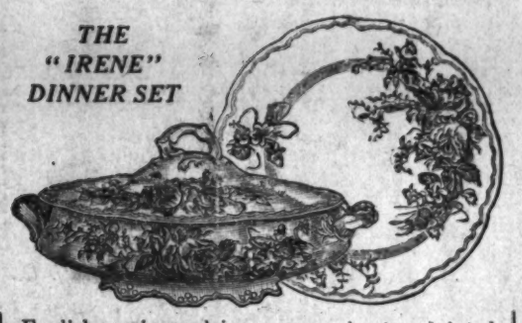

English semi-porcelain, a very pleasing printed design in apple green, exact to illustration.

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No. 452 Exact to sketch Container holds 4 quarts, takes No. 3 Miller wick, height (handle down) 24½ ins Nickel finish.

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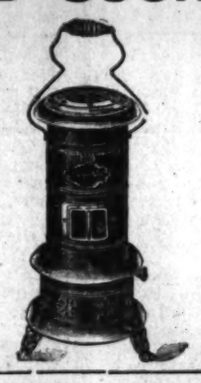

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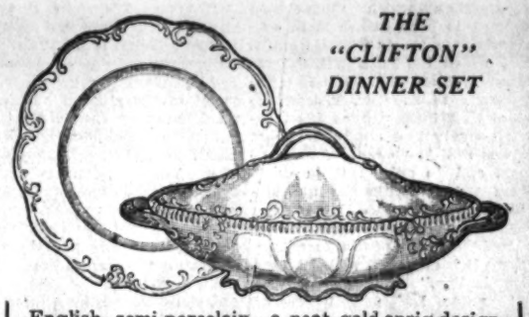

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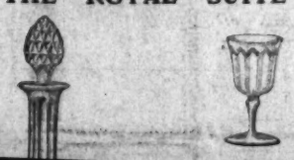

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LODGE GETS TEXT OF PEACE TREATY SIGNED BY AUSTRIA

Brought By Courier And Presented To Senator In Washington

SENATE TO LOOK IT OVER

What Austria Must Pay For Her Share In War Set Forth In Detail

Chicago, Ill., Sept. 14.—A despatch to The Chicago Tribune from its Washington correspondent tonight says:

"The Chicago Tribune today handed to Senator Lodge, chairman of the Foreign Relations Committee, the text of the Austrian Peace Treaty brought direct from Paris to Washington by special courier.

"It is the complete, official text of the treaty signed by Austria, and the allied and associated powers on Sept. 10, at St. Germain. Accompanying the text of the treaty, which is in English, were the texts in French of the allied countries' letter transmitting the final draft of the treaty and of the allied response rejecting the appeals for modifications put forward by the Austrian plenipotentiaries.

"The Austrian treaty and accompanying documents constitute information which the Senate desired to have before it in considering the treaty with Germany, and which the Foreign Relations Committee asked the President to transmit to it. Mr. Wilson replied that inasmuch as the Austrian treaty had not been signed it was still in process of negotiation, and to submit it in draft form would create the undesirable precedent of tending to take the function of negotiating treaties out of the hands of the Executive, where it is expressly vested by the Constitution."

"Senator Lodge will present The Tribune's text of the Austrian treaty in the Senate tomorrow, with a request that it be reprinted by the Government Printing Office for the use of the Senate, and also for public distribution.

"The treaty consist of 381 articles, making 181 pages in the English text. In general terms it follows the scheme of the German treaty. Part 1, consisting of the first twenty-six articles, is the League of Nations covenant, which Austria accepts, though she will not become a member of the League until admitted by vote of the other members.

PRICE AUSTRIA MUST PAY

"An examination of the text of the treaty shows many interesting details not formerly made public. This is particularly so regarding reparations Austria must make. What she must do as the price of peace is shown in the following articles:

"'Article 177—The allied and associated Governments affirm, and Austria accepts, the responsibility of Austria and her allies for causing the loss and damage to which the allied and associated Governments and their nationals have been subjected as a consequence of the war imposed upon them by the aggression of Austria-Hungary and her allies.

"'Article 178—The allied and associated Governments recognise that the resources of Austria are not adequate, after taking into account the permanent diminutions of such resources which will result from other provisions of the present treaty, to make complete reparation for such loss and damage.

"'The allied and associated Governments, however, require and Austria undertakes that she will make compensation as hereinafter determined for damage done to the civilian population of the allied and associated powers and to their property during the period of the belligerency of each as an allied and associated power against Austria by the said aggression by land, by sea, and from the air in general damage as defined in Annex 1 hereto.

"'Article 179—The amount of such damage for which compensation is to be made by Austria shall be determined by an Interallied commission to be called the Reparation Commission and constituted in the form which the powers set forth hereunder and in annexed Nos. II-V. inclusive hereto. The commission is the same as that provided for under Article 233 of the treaty which Germany, subject to any modifications resulting from the present treaty the commission shall constitute a section to consider the special questions raised by the application of the present treaty. This section shall have consultative power only, except in cases in which the commission shall delegate to it such powers as may be deemed convenient.

"'The Reparation Commission shall consider the claims and give to the Austrian Government a just opportunity to be heard.

"'The commission shall concurrently draw up a schedule of payments prescribing the time and manner for securing and discharging by Austria within thirty years dating from May 1, 1921, that part of the debt which has been assigned to her, after the Commission has decided whether Germany is in a position to pay the balance of the total amount of claims presented by Germany and her allies and approved by the commission. If, however, within the period mentioned Austria fails to discharge her obligations any balance remaining unpaid may within the discretion of the commission be postponed for settlement in subsequent years, or be handled otherwise in such manner as the Allied and Associated Governments acting in accordance with the procedure laid down in this part of the present treaty shall determine.

MODIFY FORM OF PAYMENTS

"'Article 180.—The Reparation Commission shall after May 1, 1921, from time to time consider the resources and capacity of Austria and after giving her representatives a just opportunity to be heard, shall have discretion to extend the date and to modify the form of payments. Such are to be provided for in accordance with Article 179, but not to cancel any part except with the specific authority of the several Governments represented on the commission.

"'Article 181.—Austria shall pay in the course of the year 1919, 1920, and the first four months of 1921 in such installment and in such manner (whether in gold, commodities, ships, securities or otherwise) as the Reparation Commission may lay down, a reasonable sum which shall be determined by the commission.

"'Out of this sum the expenses of the armies of occupation subsequent to the armistice of Nov. 3, 1918, shall first be met, and such supplies of food and raw materials as may be judged by the Governments of the principal allied and associated powers essential to enable Austria to meet her obligations for reparation may also with the approval of said Governments be paid for out of the above sum. The balance shall be reckoned toward the liquidation of the amount due for reparation.'

"Annex No. 1 to the reparation articles schedules in detail the damages which may be claimed of Austria for injuries to persons or property resulting from acts of war, including naval and military pensions paid by the Allies, and also including repayment of levies or fines on civilian populations.

"Annex No. 2 sets forth the organsation of the reparation commission. Its procedure in assessing damage payments by Austria and the financial arrangements Austria is required to make to secure to the Allies the discharge of its obligations.

"Annex No. 3 provides for the replacement by Austria 'ton for ton (gross tonnage) and class for class of all merchant ships and fishing boats lost or damaged owing to the war,' and the Austrian Government cedes the Allies the property in all merchant ships and fishing boats 'belonging to nationals of the former Austrian Empire.'

"Under Annex No. 4 Austria undertakes to devote her economic resources directly to the physical restoration of invaded allied territory.

"In partial reparation Austria is required under Annex No. 5 to deliver timber manufactures, iron, and magnesite, and other raw materials.

"Annex No. 6 provides for the renunciation to Italy of all Austrian cables in Italian ports and of other specified cables to the Allied powers.

"Austria is required to surrender all loot from invaded allied territory, particularly objects of art and historical records taken from Italy by the Hapsburgs, not only in this but in previous wars. Some of the loot from Italy which the Austrians are required to return are the Crown jewels of Tuscany and the private jewels of the Princess Electress of Medici and other Medici heirlooms removed to Vienna in the thirteenth century; the furniture and silver plate belonging to the House of Medici and the 'Jewel of Asparios' on payment of debt owned by the House of Austria to the Crown of Tuscany, and also the 'ancient instruments of astronomy and physics belonging to the Academy of Cimento, removed by the House of Lorraine and sent as a present to the cousins of the imperial house of Vienna.'

"This annex also specifies the return to Italy" of The Virgin, by Andrea del Sarto, and four drawings by Correggio belonging to the Ponacothek of Modena and removed in 1859 by Duke Francis V.; numerous manuscripts and rare books and bronzes stolen from Modena and 'objects made in Palermo in the twelfth century for the Norman Kings and employed in the coronation of the Emperors.

"Austria also is required to restore to Belgium various works of art removed to Vienna in the eighteenth century.

"To Poland, Austria is required to restore the 'gold cup of King Ladislas IV., 1114, of the Court Museum at Vienna.'

"Czecho-Slovakia will get back many historical documents removed by Maria Theresa and works of art taken from the Bohemian royal castles by various Austrian Emperors in the eighteenth century.'

ANNEXATION BY GERMANY

"Annexation of Austria by Germany is precluded by Article 88, which provides that 'the independence of Austria is inalienable otherwise than with the consent of the Council of the League of Nations.' And Austria undertakes not to compromise her independence 'particularly by participation in the affairs of another power.'

"There are elaborate provisions covering the 'cession of territory by Austria to Italy. Poland, Czecho-Slovakia, and Jugo-Slavia and the recognition of those new States by the Vienna Government.

"The disarmament of Austria is required in as great detail as in the case of Germany. The Austrian army is not to exceed 30,000 men. The number of guns and machine guns is strictly limited, mobilisation is forbidden and compulsory military service is abolished. Surplus armament and munitons must be turned over to the Allies. The manufacture of arms is restricted to one factory controlled by the State and the use of gases for warfare is prohibited.

"The Austrian navy henceforth will consist of three patrol boats on the Danube. All warships and submarines are declared finally surrendered to the Allies and the treaty names 33 cruisers and fleet auxiliaries, including the President Wilson (ex-Kaiser Franz Josef), which are to be disarmed and treated as merchant ships.

"Austria will not be allowed to maintain any military or navy air forces nor any dirigibles, and all such equipment and material must be delivered to the Allies.

"The disarmament of Austria will be carried out under the supervision of an inter-allied commission, on which the United States will be represented.

"Austrians accused of violating the laws and customs of war are to be delivered to the Allies for trial by military tribunals, together with all documentary evidence."

How to Tell if you have Kidney Trouble

Does it make you think—when you wake up with a headache and a nasty taste in your mouth?

When you start the day as tired as when you finish?

When you get those stabbing pains in the back?

When your arms and legs ache?

When you feel irritable and depressed?

All these mean kidney troubles, and kidney troubles demand a kidney remedy; not one which affects the bowels, but one that goes straight to the kidneys and bladder.

For all these painful symptoms—and for the most stubborn cases of rheumatism, gout, sciatica, lumbago, gravel, bladder inflammation, and Bright's Disease—there is one sure and safe remedy—De Witt's Kidney and Bladder Pills. Read what others say about them. Mr. Albert Carpenter, of 17, Lambeth-walk, Westminster, S.W., says:—

"My kidneys and bladder were weak from childhood, and time after time I was ill, and often in hospital with rheumatism. In March, 1912, I was in a very critical condition with rheumatic fever, when a small box of De Witt's Kidney and Bladder Pills was given to my mother. I started taking them, and in two days I could move about again. I continued the treatment, and after six weeks I returned to work, and have continued ever since. I can lift and handle half a hundredweight of metal with ease, and without any traces of my old pains." This letter was written in 1912. Seven years later Mr. Carpenter wrote confirming his previous testimonial. He says: "I have recommended De Witt's Kidney and Bladder Pills to many people—some of them very bad cases—and I have never known them fail."

If the kidneys are weak or diseased, the waste substances of the body which they should filter from the blood are retained in the system, causing auto-intoxication, or self-poisoning. These poisons, in the form of tiny jagged crystals of uric acid, accumulate in all parts of the body, causing those agonising, tearing, stabbing pains in the back and limbs.

You can only free the body of this poison by promoting the healthy vigorous action of the kidneys and bladder. This must be done by means of a remedy which will purge them as other remedies purge the bowels, so that they will be able to continue properly their work of passing off the uric acid from the system.

Mr. A. CARPENTER. (from Photo.)

De Witt's Kidney and Bladder Pills cure all complaints of the kidneys and bladder by removing the cause—the poisonous uric acid—right out of the blood through the bladder. When you see a blue tinge in the urine you know that the healing properties are through the kidneys and bladder, doing their work, and you may expect immediate relief from pain.

Remember, if you neglect symptoms of kidney trouble you are running serious risk. Do you know Bright's Disease causes thousands deaths every year?

De Witt's Kidney and Bladder Pills go straight to the kidneys and bladder instead of merely regulating the bowels as most so-called "Kidney pills." This is the secret of their marvellous efficacy.

In a recent test out of a hundred bad cases of kidney and bladder trouble, ninety-seven of them were positively cured by De Witt's Kidney and Bladder Pills. Of the other three two got so much benefit as to be almost sure of a cure, and in the remaining case the disease had gone too far.

Perfectly safe, they are an ideal remedy for old and young alike. "A wonderful little pill—worth its weight in gold!" writes a grateful patient.

If your kidneys are healthy, they make a fair bid for general good health and spirits. Many people's lives are made a burden by those tiring, wearying, backache pains, those rheumatic twinges in the limbs, those hurried bladder pains, and discomfort, and irritability and depression that are always a sure sign of kidney and bladder weakness. These symptoms are the forerunners of rheumatism, sciatica, lumbago, and bladder inflammation that make life an incessant torture. And the terrible Bright's Disease that causes so many deaths every year. A proper kidney remedy, properly administered, will remove from the system the poisons which cause all this pain and disease, and promote normal good health and outlook.

De Witt's Kidney and Bladder Pills are a remedy which has stood the test of thousands of chronic cases of kidney trouble. Dissolving in the stomach their healing ingredients pass right through the kidneys and bladder, exercising a pain-killing, healing, and antiseptic effect.

KIDNEY & BLADDER

De Witt's Pills

When you buy the pills, be sure they are De Witt's in the red boxes printed in red and gold, with red wax seal on the bottle. Give them a fair trial, and prove for yourself what relief they bring. If you would like any further information on this case send a post-card to the makers:—E. C. De Witt and Co., Ltd., 44-45, Rathbone-place, London, W.1, England, mentioning this paper. De Witt's Kidney and Bladder Pills are sold by Chemists and Storekeepers everywhere in every part of the civilised world. If you have difficulty in obtaining genuine De Witt's Kidney and Bladder Pills with the red seal on the cork, write The Shanghai Dispensary, Foochow Road, Shanghai.

SAW LENIN'S HAND IN BULLITT'S PLAN

Allies Spurned Proposal That They Should Beseech Peace From The Soviet

REFUSED TO CONDONE REDS

Authoritative Officials Say Whole Truth Was Not Told To Senators

By Edwin L. James.

Paris, September 21.—William C. Bullitt did not tell the Senate Foreign Relations Committee all of the story about his going to Russia. He told the Senators how bad other people's plans were, but he neglected to tell how bad his plan was.

Bullitt's plan was nothing more or less than that the Allies should recognise the Soviet Government and then humbly ask the Bolsheviki to grant an armistice. His plan, of which Lenin more than himself was the author, was so distant from anything that could be of use to the Peace Conference that it quite naturally found its way into the conference waste basket.

The real story of Bullitt and his scheme for settling the Russian problem I have from authoritative sources. It comes from those who know where and how the scheme originated and where and how it died. It comes from those who trusted Bullitt and will not trust him any more.

Bullitt's testimony before the Senate Committee was so illuminating on the method of the Peace Conference that eager historians must regret certain omissions concerning which even Senator Lodge's painstaking examination failed, were it not for justice to the Peace Conference the whole world might be content to wait until his autobiography set forth his pro-Bolshevist plan. But because they believe that his shrinking nature might prevent him from giving facts those who know believe they should fulfill the duty which their knowledge places upon them. They believe that the Senate should not bask in the sunshine of a few bright spots of Bullitt's expedition, but should have the full sunshine of his case from the time the youthful son of light turned his back on Petrograd and his face toward Paris.

ALLIES TO ASK FOR PEACE

Inasmuch as Bullitt had already sent ahead by cable the text of the "agreement" he had reached with Litvinoff and Tchitcherin, the mind of the Commission was fairly well made up with regard to its merits before his arrival in Paris. It was felt that it contained certain fundamental points which made it useless as basis for negotiations.

The chief objection was that, according to the form of the agreement, it was to be offered by the allied and associated Powers to the Soviet Government as a proposal for an armistice. Now, even if the Powers would have been induced to accept the idea of concluding an armistice with Soviet Russia, it was impossible to accept the idea of proposing such an armistice, particularly in the form in which Lenin demanded it.

It was Lenin's suggestion that the proposal should emanate from the Allies. His reason for this procedure he explained to Bullitt, who thought it sound and worthy. Lenin said that if the Soviet Government were to make the proposal it would have to be in a special form suited to the temperament of his Bolsheviki—bombastic language would have to be employed, and the whole document would have to be filled with loud denunciation of the faithlessness of the 'capitalistic classes." He said that if, on the other hand, the proposal came from the Allies it could be framed merely in strictly legal form, and that his bombast and propaganda need not appear. Bullitt "fell" for this thin argument and expected the Peace Conference to do likewise.

In a great many places in the Bolsheviki-Bullitt document the Allies were to recognise the Soviet Government as the authorised, representative Government of the Russian people. Statesmen in Paris were vigorously opposed to any such language or methods in dealing with the Bolshevist Government, since this involved condonation of the Reds in past performance.

As Bullitt had suggested by cable and confirmed later by word of mouth that this form of proposal was essential to Lenin and could not be altered, the chances for its success were never worth mentioning. Consequently, when Bullitt reached Paris he found that opinion had rather crystalised against his proposals. He found that he was not welcomed with open arms in recognition of a great achievement. He demanded an interview with President Wilson, but the President refused to see him.

PREDICTED A CONVULSION

Deprived of the ordinary channels through which he might communicate his views to responsible statesmen, he began to communicate to them indirectly through subordinates. Finally, deprived even of that recourse, he buttonholed unsuspecting individuals and led them to quiet places in the Champs Elysees, where he expounded his admiration of Lenin and his devotion to the doctrine of revolution.

More discouraged by a certain lack of appreciation, which appeared to Bullitt quite out of harmony with his achievements, he announced that he was going to the Riviera and "lie in the sand and watch the world go to hell." All this, he prophesied, would take place in thirty days. Lenin, the honorable gentleman that he was, would wait until April 10, the time limit within which he would permit the Allies to propose an armistice.

Thereafter, Bullitt confided, Lenin would let loose a Red army over the face of Europe, and two continents, from Omsk to Cap Finisterre, would be crimson with the blood of countless thousands. The tide would strike Vienna in fifteen days and Rome in twenty. Berlin would go under, while France would still enjoy another month of capitalistic existence, but not more.

All this Bullitt prophesied and chuckled over.

"Suppose, Bill," said an acquaintance to him, "that when the Red flood comes along you'll be riding the crest with Trotsky and his generals?"

Bullitt suddenly became profound and sober.

"I would feel honored if they would let me" he said, "but I'm not good enough."

And so Bullitt went to the Riveria to lie in the sand and Europe withstood the shock.

CONFIDENTIAL DATA

Two weeks later he returned to Paris and devoted himself to three tasks. First, he collected certain confidential documents in order to "make a case" against the President, as he said. Second, he engaged various persons in confidential conversations and elicited their opinions, and thereupon retired to his office to dictate these statements against the coming of his day. Lastly, he held an evening salon in his room, where he lay in pink silk pajamas and discoursed on the joys of self-denial under Communism and the moral obliquity of President Wilson.

The last hours of his public service were devoted to drafting his letter of resignation. Perhaps it is better to say his letters of resignation, for he submitted various farewell letters to Secretary Lansing, Colonel House, Mr. White, General Bliss and Mr. Crew, Secretary of the Commission.

His letter to President Wilson was drafted and redrafted. Taking pride in its literary qualities, he showed it confidentially to many friends, some of whom were responsible for the modification of its language. Finally the document was submitted.

Then he waited for a reply. None came. He sought an audience. None was granted. Thereupon Bullitt decided that the world was entitled to know his reasons for quitting and he made his letter public.

The world knows what capital Germany and her allies made out of it. In the files of the American Commission there is a clipping of the Vienna Ostdeutsche Rundschau which said:

"The letter of one Bullitt is the most serious moral setback which Wilson has suffered in the course of his political life. By this we do not mean that it will constitute the greatest moral defeat for this hypocrite. On the contrary, we dwell in silent hope and joyous expectation that after this first clear and sharp rebuff others will follow of a more marked and obvious nature, which will teach Wilson that he cannot play his role of tartufe with impunity.

"Bullitt and his splendid and courageous letter will live forever in the history of mankind. Doubtless Wilson will also live, but Bullitt will unquestionably be infinitely better judged by the verdict of posterity than Wilson. Bullitt is our man, not Wilson."

'REMEDY' IN REVOLUTION

The night before he left Paris and its vales of diplomatic iniquity a dinner was given to Bullitt by some of his devotees. At the close of a lively discussion of international sins, Bullitt was asked for his remedy.

"There is just one remedy," he replied, "and that is world revolution."

Bullitt went to England for two months and then home.

This is written to give a picture of Bullitt as he appeared to American statesmen in Paris in his advocacy of Bolshevism. It is intended to show why his plan met the fate that befell it instead of being written in the compact of nations that were planning for justice and liberty.

I was walking along the Seine this morning with an experienced diplomat with whom I had been discussing the affair of Bullitt and he had finished telling what he knew of the young man's trip to Russia, the fiasco of his plans, and his subsequent action. Then he added:

"Here endeth the first lesson, but not the last, for a man who has leagued with Lenin, subscribed to the program of world revolution, given courage to the enemy and betrayed the confidences of his friends may be safely expected to engage on some other high enterprise."

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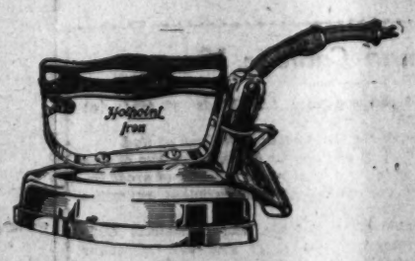

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The Gillette will do all of this in the most practical manner—it is a real safety razor.

The construction is simple, the material and workmanship are of the best, and it is made so durable that it will last a lifetime. There are no springs to weaken or get out of order—nothing to delay when in a hurry—just shave, It is a marvel of adaptability as it can be readily adjusted for a light or close shave—a slight turn of the handle is all that is necessary—it makes not the slightest difference whether the beard is light or heavy—the skin tough or tender.

No Stropping—no Honing—is what makes the Gillette "different." The elimination of these features from the daily shave means a great saving of time and trouble.

The blade is the heart of any razor and Gillette Blades are made from the best material—the processes employed are the outcome of years of untiring experimental effort, and the results obtained are such as have placed this razor in a class by itself.

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Today's Church Services

Holy Trinity Cathedral.—Twenty-first Sunday after Trinity. 8 a.m., Holy Communion (and at Bubbling Well Chapel). 10:30 a.m., Mattins and Sermon; Shaw in C., "And I saw another Angel" (Stanford); Hymns 391, 185, 280. 3 p.m., Children's Service. 6 p.m., Evensong and Sermon; Hymns 270, 184, 31.

St. Andrew's Church.—Broadway. 10:30 a.m., Mattins and Sermon. 6 p.m., Evensong and Sermon.

Union Church.—11 a.m., Preacher: Rev. G. H. Bondfield, D.D.; Chant 102; Anthem, "The Sun shall be no more" (Woodword); Hymns 51, 304, 301. 6 p.m., Preacher: Rev. A. P. Parker, D.D.; Chant 30; Hymns 688, 106, 499, 550.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). The Services in the above will be conducted as follows: Morning 11 a.m., by Rev. J. B. Thornton. Evening 6 p.m., by Rev. J. B. Thornton.

Christian Science Society of Shanghai.—Masonic Hall, The Bund, Sunday Service 11 a.m., Subject: "Adam and Fallen Man" Sunday School 10 a.m., Wednesday Testimonial Meeting 6 p.m., Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at 6 o'clock. Preacher: The Rev. F. L. Hawks Pott, D.D.

An American University At Work In China

The History Of St. John's

By The Right Reverend F. R. Graves, D.D., Bishop Of Shanghai

(Note: St. John's College will celebrate the fortieth anniversary of its founding next Saturday and great preparations are afoot to make the celebration a notable one. A very attractive booklet already has been issued, from which we have taken the following article, and during the week we propose to publish a number of other articles from it.)

It was in 1881, thirty-eight years ago, that I first saw St. John's College and it was a very different sight from the University of today. There was a two-storied Chinese building built round a quadrangle in which some fifty boys were housed and taught. This building served every purpose from the teaching of arithmetic to the instruction of a class of theological students. The classrooms were small, the chapel consisted of two or three rooms thrown into one. There was no equipment for teaching chemistry or physics, indeed these studies only came in later; for the Chinese student and his parents saw no use for them at that time; there was no drill nor athletics; for the Chinese father looked upon such exercises as undignified and useless. There were no English classes, for our language was little studied in China at that time, and where it was studied at all it was with the idea of acquiring just enough of it to enable the young man to conduct business with foreigners. English as a means of culture and as the key to modern education had not acquired the influence which it has since gained. The instruction given was confined to Chinese, and there was a brave attempt to give it in Mandarin, which could not be carried out in the end because the majority of the students and instructors came from Kiangsu and spoke the Wu dialects.

How did the College come into being and what was its object? When Bishop Schereschewsky was given charge of the China Mission his first idea was to establish a missionary college. Schools had been started by various Missions at different points in China, but what he wanted was more than that; he had in mind an institution where there would be higher teaching and whence students would go out to carry modern learning throughout China. And he had the further idea of making this College the seat of the study of Theology, so that there should go forth from it a steady stream of young Chinese clergy who would teach Christianity to their countrymen. It was a large vision for a man to have in the China of those days, so obstinately opposed to western learning.

It was no easy task to realise this vision. There was lack of money, so that the buildings were small and the equipment scanty, and in order to make a start two schools, Duane Hall and Baird Hall, which the Mission was operating in Shanghai had to be combined in order to form the new institution. The Grammar School which I have described above, which was as yet a college only in name and in idea, was the result the Bishop had been able to attain. It would look small and primitive to the educators of modern China, but the University of today was contained in germ in that little institution. The energy and devotion of others have developed and built it up, and the St. John's of today is what has come of it. But while we rejoice in the wonderful progress that has been made, we must keep in mind that the College was the foundation of Bishop Schereschewsky and that it owes a great deal to those who worked so faithfully in the day of small beginnings, and especially to four clergy, Y. K. Yen, W. J. Boone, E. H. Thomson, D. M. Bates, and to the lady who was head of the English Department, Miss E. A. Spencer.

To the time of beginnings succeeded the time of growth and development. The Rev. F. L. H. Pott became the head of the College in 1888, and under his wise management ever since the remarkable advance of St. John's has taken place. This development took place gradually. The teaching of English was introduced in 1882, the Collegiate Department was organised in 1892, and in 1906 St. John's was incorporated as a University.

We can trace the steps of this steady progress and expansion by the different buildings of the University as they have been added one after the other. The old building soon proved too small and so in 1894 it was torn down and the foundation stone was laid of the building now occupied by the Preparatory Department. In 1904 the building which consists of Yen Hall and Alumni Hall was built. Then came the Science Building in 1899, and Mann Hall in 1909. The Library, erected by the alumni and friends as a memorial of Dr. Pott's twenty-fifth anniversary was built in 1913, and in 1918 work was commenced upon the Gymnasium which is a memorial to Prof. F. C. Cooper. As these lines are written plans are being prepared for another building to contain scientific laboratories and classrooms. This building is erected partly by a gift from the China Medical Board of the Rockefeller Foundation, and partly by the gifts of friends in the United States. In 1911 the splendid property called "Unkaza," lying between St. John's land and the road was acquired; while by 1908 the Alumni had contributed $5,000 for the purchase of the Athletic Field on the east side of the Soochow Creek. To estimate the progress of St. John's by the number of buildings is a graphic method, but it indicates only very superficially the real advance which has been made.

What we may call the middle period began with the building of the first modern building. The institution was in two parts, the preparatory and the collegiate. Gradually the collegiate department increased. Originally the young men left before entering upon a real college course, but more and more of them saw the necessity of higher education and so entered the college. Whereas they had looked to going into clerkships or entering the Chinese Customs or Telegraph services, they began to see that the place where they could best use their education was in the position of teachers, and that they needed a fuller education for this work. So from 1905 the advanced courses were given wholly in English. During this "middle period" there were men who did the most thorough and devoted work in building up the institution. Such were Mr. S. E. Smalley, F. C. Cooper, M. P. Walker, Dr. C. S. E. Lincoln; the Rev. C. F. McRae and the Rev. A. S. Mann, and Mr. G. B. Palmer, who brought the military drill of the students to such a point that the battalion became one of the features of which the College was very proud.

In time the natural growth required a further change. St. John's was incorporated as a University with schools of Arts, Science, Medicine, and Theology. And lastly, the preparatory Department was separated from the College proper and became St. John's Middle School. In 1914 the Medical Department was further strengthened by union with the Medical School of the University of Pennsylvania. The professors and teachers, American and Chinese, have been as devoted to the interests of St. John's as their predecessors were, and by their efforts the progress and improvement of the University has been steady and continuous. Of course the President has watched over and guided the whole course of development all the thirty-one years during which he has been the head, but he is the first to recognise the loyal and efficient way in which he has always been seconded by the entire teaching staff. It has not been possible to name more than a few of them, and the names of the

(Continued on Page 13)

The Soldier's Verdict On What Sin Is

A New Moral Code That Ignores Vice, But Holds The Spirit To High Account, Naming Five Cardinal Transgressions—Cowardice, Selfishness, Disloyalty, Meanness And Boasting

By Percy T. Edrop
(New York Tribune)

In the front lines of France and Flanders the soldiers discarded every essential, whether it was of pack equipment or of moral truth. Now they present a problem for theologians, for they have evolved a code of their own. They have decided for themselves what are the cardinal sins. They have enumerated the essentials of a religious life. Some of the old doctrines and dogmas are in strange conflict. Some professors of divinity who spoke with certitude before thay looked into the faces of these men that have dared death and eternity are wondering whether a restatement of religion is not going to be an absolute necessity.

The seven cardinal sins, according to the oldtime theologians, and also according to modern interpretation up to the time of the war, were these:

1. Pride.
2. Covetousness.
3. Lust.
4. Anger.
5. Gluttony.
6. Envy.
7. Sloth.

Some of the welfare workers who were with the troops over there had been preaching the doctrines of the orthodox churches on the subject of the cardinal sins. It occurred to a group of these workers that one of the ways to measure the effects of their teachings would be to propound a questionnaire to the troops. It was a simple undertaking. The men were merely asked to tell what they considered—as Dr. Elmer T. Clark puts it—"the most repulsive sins."

Because of the very nature of the ethical instruction that had been given it was expected that all of the men would lay emphasis upon vice first, then upon drunkenness; perhaps upon profanity, because of the very wide propaganda in favor of clean speech, and then upon gambling. It was expected in some way that the code of the soldiers would conform to the traditional seven cardinal sins.

But there was no mention of vice in most of the soldiers' codes. And drunkenness came in for no condemnation.

THE CHIEF SIN

Because of their mission in France and Flanders it quite naturally followed that the man who would stir the spirit of emulation would be the bravest man. Therefore the soldiers by contrast condemned cowardice as the chief of all sins. The army had no use for the man with a yellow streak. All the reputation that humans could summon was invented upon the man who turned tail in battle. And what they found most contemptible was, to them, the first of the cardinal sins. The contrary virtue, as the language of theology puts it, was heroism or bravery. But that is getting ahead of the narrative, which first concerns the soldiers' discoveries about sin.

The welfare workers looked at the little cards. They followed the soldiers' replies down each list in turn, and they were horrified at the discovery that immorality found no mention.

It seemed as if their teachings had gone amiss. For all the gathering places of the soldiers were placarded with pictures of wholesome looking girls, representing "The Wife Waiting at Home," "The Sweetheart From Whose Gaze You Must Not Have to Turn" and "The Little Child That Has a Right to Clean Parentage."

What of the Ten Commandments? What particularly of the Seventh Commandment? Did the replies of the soldiers indicate that there was to be a disregard of those teachings that have been held to safeguard the family?

These questions were asked in quick succession as the welfare workers met in conferences after the receipt of the answers to the questionnaire. Some of the more intense among the workers began to fear for the fate of America after the destiny of civilisation had been settled. The chaplains were called into conference. It was felt that they entered into a closer relationship with the men than the civilian workers. The chaplains—some of them theologians of note—did not seem to share the fears of the civilian workers. One chaplain said: "On the whole, the men are a pretty good lot. Somehow their code, if it really be their own, stands the test of practice pretty well."

THE WHOLE DUTY

It was recalled that one of the most beautiful liturgies of the church, quoting Christ Himself, says only this in summing up the whole duty of man, "Thou shalt love the Lord Thy God with all thy heart and with all thy soul and with all thy mind. This is the first and great Commandment. And the second is like unto it, Thou shalt love thy neighbor as thyself. On these two commandments hang all the law and the prophets."

It had been taught by theologians from time immemorial that this summation of the law implied prohibitions against all the cardinal sins, so called. If a man loved the Lord His God he would walk with humility and shun pride. If he loved his neighbor he would not covet his neighbor's goods, neither would he be angry against his neighbor. His sense of responsibility to God would lead to his watchful care of his own body and soul. The gluttony that would harm his body, the lusts that would defile his spirit—these would be shunned. Envy would be as impossible as covetousness; he would rejoice in his neighbor's prosperity. And he would not be slothful, because he would feel that his responsibility to his neighbor, to society, would make him contribute his just part. So the theologians have reasoned.

The code of the Christ was not a code of prohibitions. There were no "Thou shalt nots." It was a positive code. It defined no cardinal sins. It stated broad general principles. No theologians have been shocked by the failure to specify in a statement which Christ Himself announced as "all the law and the prophets." Yet the soldiers, who actually announced certain specifications produced a reaction of disappointment and of alarm as they endeavored to reduce to the shortest possible dimensions a code of their conception of the eternal moral truths.

SOLDIER SINS

According to Fred B. Smith, one of the country's great evangelists, who in private life is assistant to the president of the H. W. Johns-Manville Company, and who went to France for the Y. M. C. A., where he was the author of the questionnaire referred to, the soldiers' statement of the most repulsive sins contained only four words. The replies were given tersely and in military precision, as follows:

1. Cowardice.
2. Selfishness.
3. Stinginess.
4. Boastfulness.

Mr. Smith, in an article he wrote for The American Magazine, told of his first feeling of being shocked as he read the replies. But afterward he came to analyse the soldiers' code and he felt that it could be construed to be as broad as the reaches of the terse statement of the constitution of the Kingdom of Christ. Dr. Clark received another set of replies, enumerating, generally, five cardinal sins, as follows:

1. Cowardice.
2. Selfishness.
3. Hypocrisy.
4. Disloyalty.
5. Meanness.

Dr. Clark has made his findings the subject of a very interesting chapter in his book, "Social Studies of the War" (Doran).

He says, "It will be noted that these are all sins of the spirit, and when these old rooks, as we used to call them, named these as the worst of all sins, they displayed a great profundity, a better grasp of the fundamentals of the moral life, than any of the professional moralists who had presumed to lecture them."

His conclusion was much the same as that of the chaplain who said, "On the whole the men are a pretty good lot."

The welfare workers, finding that the soldiers had made no mention of immorality, asked to be allowed to consult some of the telltale medical records of the army. They felt that somehow the men must have fallen into the "crimes historically attributed to the soldiery" and that the tabulations of victims of social diseases would indicate the need of further, and more stringent teaching and regulation of the lives of the men. But now came the second shock; and this is what made them scratch their heads in bewilderment. "The medical records showed an unprecedentedly low average of social disease victims." The Medical Corps boasted that it was the cleanest army in all history." It is a matter of record that one regiment of 3,600 men passed through the port of Brest, on the return journey, with only one man that had to be denied the privilege of going home because of a preventable communicable disease.

The soldiers were accounted as good men in proportion as they developed virtues in contrast to the sins of their code.

Their religion was not a negative thing. It was not the man who avoided doing this or that but the man who dared and died, the man who would not take a mean advantage of his fellows, the man who would share his own meagre supplies, and, finally, the man who did not brag about his goodness or his bravery or his generosity or his unselfishness, who fired the imagination of his comrades.

Bravery finds no contrary vice in the enumeration of the seven cardinal sins, but all the others are there. Immorality, or even lust, finds no actual mention; but examine that word selfishness, in the light of all the soldiers' connotations, and see if the indulgent man can measure up to the soldiers' standard of goodness. The other comparisons are obvious.

REORIENTATION

With the medical records before them and the testimony of the men the welfare workers began to "reorient themselves," as the soldiers say, and to wonder if the troops were not right after all. Dr. Clark was frank about it. In his words, "They displayed a greater profundity, a better grasp of the fundamentals of the moral life, than any of the professional moralists who had presumed to lecture them."

And hear what Mr. Smith says in his article in The American Magazine.

"I have come to believe that it is a fundamentally sound code. I for one am perfectly willing to go out and preach it. And I believe that our churches will have to take it into consideration in the future. We have laid too much stress on the old surface things, the old 'taboo' acts—dancing, card playing, swearing and so on. We have got to follow those boys down to the deeper things which are fundamental—courage, unselfishness, generosity and humility. When you come right down to it those are the very lessons which the Great Teacher Himself tried to set before the world."

In some of the great church gatherings of this fall men who have served as soldiers or with the troops in some capacity or other will exercise the privilege of the ballot in matters pertaining to church legislation. It is expected that their experiences will have a marked bearing on the action of the legislative bodies of the churches.

PROFIT FROM LESSONS

Dr. Harry Emerson Fosdick, preaching pastor of the consolidated First Presbyterian Church of New York, is one of the leaders of the movement to have the Protestant churches profit by the lessons the soldiers learned. Dr. Fosdick, although in a Presbyterian pulpit, is a Baptist, and he was the convention speaker at the great national gathering of that denomination this year. He told of his experiences with the soldiers and said the religion of the future, if it were to appeal to the men that had "diced with death," must not be a thing of negations. He told of the appeal of the positive qualities to the soldiers and said that they would return to their churches expecting to hear that religion was a vital and vitalising thing that would glorify in its adherents the very qualities they had come to admire. It was the same Dr. Fosdick, although his brother, Raymond B., of the War Department Commission on Training Camp Activities, has frequently been credited with the authorship, who wrote the article "Peter Sat by the Fire Warming Himself" in the January issue of The Atlantic last year. Dr. Fosdick said: "For years the solicitous, paternal attempt of the churches to build a protecting hedge around their people's character has been confirming the idea that the marrow of Christian duty is 'Thou Shalt Not.' The righteousness of the saints, in the general estimation of the army, is little more than anti—anti-dance, theater, cards, drink, smoke, profanity and all fun on Sundays."

It has been stated that the soldiers have actually shown the churches the positive ethic of the religious life. Dr. Fosdick is not the only observer who has come to that conclusion.

AN INTIMATE THING

Churchmen have been greatly alarmed because the soldiers, in their definition of their understanding of sin, have given no place to blasphemy or to Godlessness. But those that have been with the troops express no concern over that. They say the men regard their relationship to God has not been lost to the men, discussed publicly. There was little "testimony" given there, even at the evangelistic meetings. The churches that had liturgies were the favorites of the men. They took great comfort in the words of the Psalms, feeling that their emotions were being expressed in a manner that was not too self-disclosing. The idea of God has not been lost to the men. In spite of the fact that there is no mention of Godlessness, is the conclusion of observers.

Father Francis Duffy, of the famous "Fighting Sixty-ninth," tells how regular his "parishioners" were in their religious observances. He said: "One of the most striking things about this regiment has been its religious life, and the external religious life has been dominantly Catholic, partly on account of the men and partly on account of the sacramental nature and sacrificial nature of the Church's worship.

FATHER DUFFY'S VIEWS

"It is interesting to see the life of the men where they don't care what people think about them. The impression made is one of absolute lack of human respect. When the uniform is off they go flying about the bases with their scapulars and tags flying loose.

"When confessions are to be held, they go to confession out in the open square, one by one, each fellow coming up and telling his little story, and it is all right in front of the staring villagers and swearing teamsters

(Continued on Page 14)

The Ten Commandments

From The Catechism in the Episcopal Book of Common Prayer

1.—Thou shalt have none other gods but me.

2.—Thou shalt not make to thyself any graven image, nor the likeness of anything that is in heaven above or in the earth beneath, or in the water under the earth. Thou shalt not bow down to them nor worship them: for I the Lord thy God am a jealous God, and visit the sins of the fathers upon the children, unto the third and fourth generation of them that hate me; and show mercy unto thousands of them that love me and keep my commandments.

3.—Thou shalt not take the Name of the Lord thy God in vain; for the Lord will not hold him guiltless that taketh His name in vain.

4.—Remember that thou keep holy the Sabbath Day. Six days shalt thou labor and do all that thou hast to do; but the seventh day is the Sobbath of the Lord thy God.

5.—Honor thy father and thy mother that thy days may be long upon the land which the Lord thy God giveth thee.

6.—Thou shalt do no murder.

7.—Thou salt not commit adultery.

8.—Thou shalt not steal.

9.—Thou shalt not bear false witness against thy neighbor.

10.—Thou shalt not covet thy neighbor's house, thou shalt not covet thy neighbor's wife, nor his servant, nor his maid, nor his ox, nor his ass, nor anything that is his.

The Roman Catholic View

ROMAN CATHOLIC doctrine defines two kinds of sin: (a) mortal; (b) venial.

Mortal sin is a grievous offence against the law of God.

Venial sin is: First, A slight offence against the law of God in matters of less importance; or second, in matters of great importance, it is an offence committed without sufficient reflection or full consent of will.

Under the classification of mortal sin, the Advanced Catechism of the Roman Catholic Church says: The most grievous sins are those against the Holy Ghost, and the sins that cry to heaven for vengeance. The sins against the Holy Ghost are these six:

1.—Presumption.
2.—Despair.
3.—Rejection of the Known Truth.
4.—Envy of another's spiritual good.
5.—Obstinacy in sin.
6.—Final Impenitence.

The sins that cry to heaven for vengeance are:

1.—Wilful murder.
2.—The sin of Sodom.
3.—Oppression of the poor.
4.—Defrauding laborers of their wages.

The Advanced Catechism enumerates the so-called Seven Capital Sins, named by St. Thomas, as follows:

1.—Pride.
2.—Covetousness.
3.—Lust.
4.—Anger.
5.—Gluttony.
6.—Envy.
7.—Sloth.

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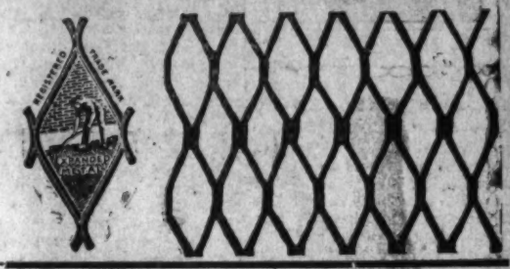

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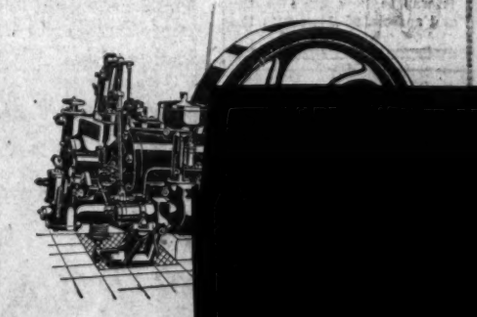

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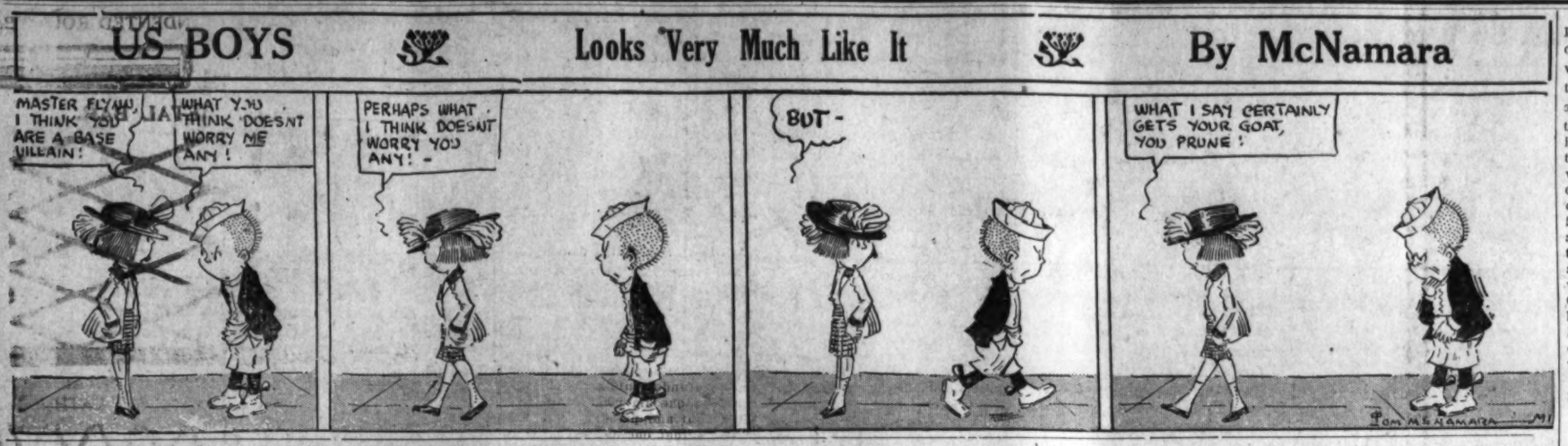
US BOYS
Looks Very Much Like It
By McNamara
MASTER FLYNN, I THINK YOU ARE A BASE VILLAIN!
WHAT YOU THINK DOESN'T WORRY ME ANY!
PERHAPS WHAT I THINK DOESN'T WORRY YOU ANY! -
BUT -
WHAT I SAY CERTAINLY GETS YOUR GOAT, YOU PRUNE!
TOM MCNAMARA

Musical Matters

By R. B. Hurry

Correspondents wishing to draw attention to musical matters, or to ask questions, should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

When a man talks overmuch of the glories of his "home town" he becomes a bore, and a yawning audience rewards the man who recalls the music of his youth. But when a professional musician tells you about the extraordinary quality of the music at the University where he was trained he excites antagonism. In Shanghai that kind of thing is avoided like the plague. After years spent in the atmosphere of college chapels to come to Shanghai is something of a bump, and though an occasional person here and there tells you of the wonderful music at "King's," the most you can do as a rule is to advise a visit to these places, and say nothing.

The chance to let somebody else give an appreciation of the places he has visited is offered in an article by Mr. George Fleming called "The Impressions of a Musical Tramp." Mr. Fleming early acquired the habit "good or bad," of roaming from church to church for the purpose of listening to music, he believes "with a worthy ulterior motive." His experiences extend over cathedral and parish church practice in England, Germany Switzerland, Wales, Ireland, the United States, and remote districts on the North-Western coast of Canada.

As a rule an article of this sort is the dreariest affair, and is used by the writer to air his own notions. Mr. Fleming is an extraordinary tramp—"He has never wandered, so far as he can remember into any place of worship with any intention of criticising." That entitles him to a hearing, and I think a place in a band of the blest. I have never to my knowledge met such a man and how often have we all met the scores of the other sort who go with no other intention than of finding fault, until in common justice it seems there must be a special purgatory of thoroughly bad church services awaiting the whole tribe of them.

Mr. Fleming is a little hard on English church music nevertheless, and his experiences are the reverse of encouraging, though "the responsibility" he says "does not necessarily lie with the organists."

The organists of the three colleges mentioned are: (Trinity) Dr. Alan Gray, (King's) Dr. A. H. Mann and (St. John's) Dr. Cyril Rootham. Says Mr. Fleming:

"Among all the places in which the musical tramp may enjoy himself to his heart's content Cambridge takes the lead, far and away, in the early part of the Long Vacation. If he wishes for a quiet early morning service without the attraction—or distraction, as the case may be—of music, he may roll out of his bed almost into a church-pew, so closely situated are the numerous structures in this ecclesiastical center, after which it is easy to get in visits to the best part of five different churches or college chapels before the day is out, and possibly (but only too infrequently) an evening organ recital as well. It is, however, with the music of the three famous college chapels of King's, Trinity, and St. John's that the writer of this article proposes to deal.

"No sensible purpose would be served by any attempt at comparing the merits of these three chapels in the matter of their music. Indeed, comparison would not be possible, so widely do they differ in most of the essentials. Their acoustic is different, the sources of vocal material are different, and, above all, the traditions to be maintained are as wide apart as they possibly could be. But one feature common to all stands out with unmistakable prominence, and that is the extraordinary intellectuality of their music. Surroundings no doubt contribute to some extent to this characteristic, and physical influences are bound to enter in, but it is without a doubt this element of distinction and intellectuality (the term is not altogether suitable, but it will serve) which places the music of these three famous chapels on the high plane they occupy.

"The increased resonance gained by the comparative emptiness of the buildings during the early part of the Long Vacation (during the latter part the services are discontinued) renders this period a favorable time in which to visit these Cambridge chapels, though, in the case of King's, the loftiness of the building would probably counteract any reduction of resonance even when the chapel is quite full. Trinity and St. John's, however, owe but little to any exceptional advantages in the way of resonance.

"The glory of the college chapels lies in their wonderful hymn-singing and accompaniments. Here the three are on common ground, for, generally speaking, their style of rendering the hymns is very similar, and that style can only be described as of unparalleled majesty. In no country in which he has travelled has the writer heard music of any kind even to approach that of these Cambridge chapels in this respect. He has listened to a chorus of eleven hundred men's voices drawn from every male-voice choir in Cologne rendering stirring part-songs in the famous Gurzenich Hall; he has heard Bach motetts in the great St. Thomas' Church at Leipzig; and he has looked down from the organ-loft in Cologne Cathedral upon a congregation running, it must have been, into thousands as the mighty mass of sound ascended, completely drowning the sound of the full organ except for that of an occasional strident bass note of a reed which happened to be in close proximity, in the lusty singing of the stately German chorales; but for sheer magnificence and dignity he believes the hymn-singing in these chapels to be unapproachable.

"In conclusion, to the Cambridge music, the writer will end up with a little anecdote. To St. John's in the morning, King's in the afternoon, and Trinity in the evening, where he listened to a faultless rendering of the Great G minor. That night he had a sort of vision. The performer of the G minor was still for some unaccountable reason on the organ seat, and on either side of him were seated the Genius of St. John's and the Super Man of King's. Suddenly the former drew out the clarion and cornopean on the Swell, while the latter added the whole of the mutation work on the Great. Then he of Trinity (he knew not what he was playing, of that the writer is sure) struck one chord of "music" which I hope I shall never hear again (excuse the lapse into the first person; it's excusable in the circumstances)! Gradually consciousness returned, and with it I realised that cats were performing Schonberg under my bedroom window. The Water Music followed!"

An American University At Work In China

(Continued from Page 12)

present faculty have not been set down here because their work is still going on, but President, professors and instructors have worked together for one end and with the same devotion.

Nor must we forget the fine body of alumni. In 1900 the Alumni Association was founded and it has ever since been a prominent factor in the life of the University. The graduates of St. John's now number 280 and they are as zealous and enthusiastic for their Alma Mater as are the graduates of our colleges in the United States for theirs. The President finds that they are always ready to furnish him loyal support, and the sums which they have raised from time to time for erecting new buildings, or founding prizes have been generous.

They fill important posts all over China, in educational institutions, in government posts, and in business, and wherever a St. John's graduate goes there is a man who is progressive and patriotic. One body of them ought to have special mention. They do not occupy so prominent a place in the eyes of the world but they are doing a large and increasingly important work for their people. I refer to the graduates of the Theological School. It is not theirs to enjoy the large money rewards which are the prizes of many of the alumni, but with a moderate salary, which is far less than they could obtain if they were to go into business or become teachers, they have devoted themselves as clergy of the Chinese Church to the moral and spiritual elevation of their countrymen. No one knows as well as I do the difficulties of their work and the self-sacrifice and diligence with which they pursue it. If no other thing could be claimed for St. John's than that it had educated and sent forth this body of men, the foundation of the College would still have been well worth all it has cost in time and money.

Many of the graduates continue their studies abroad and, after graduating at American or European colleges, these young men are continually returning, and, together with their brothers who conclude their college course in China, they are going everywhere throughout the country and carrying the influence of their education with them. One cannot estimate the value of such a force in the life of this country. It may be held down and repressed for a time, but it continually gains in strength, and is inevitably destined to affect the formation of public opinion and to be one of the factors which will in the end produce the "new China" which we all look for and long for. Americans in the East have a real cause for pride in the educational institutions in China which are managed by Americans, and St. John's is one of the oldest and best known. It serves in the best way the cause of civilisation and promotes in the soundest fashion that mutual understanding between East and West by which the life of the world is bound to be more and more influenced, and by means of which real world-peace must in the end be brought about.

To train men who would be able to help the cause of education in China and who would be moral in life, honest in public and private business, and sincere lovers of their country; this has been the aim of St. John's, and for forty years the College has carried on this work because this was the way in which China could best be saved and served.

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CHAMP CLARK'S CURE IS PROFIT SHARING

Says High Standard Of American Labor Must Be Treasured

CONVENTION HEARS CREEL

John McMillin Declares Worker Should Be Urged To Buy Stock

New Orleans, Sept. 23.—The solution of the differences between labor and capital lies in the scheme for profit sharing, Representative Champ Clark, of Missouri, declared today in an address at the annual convention of the Associated Advertising Clubs of the World.

"The plan for profit sharing," he said, "will require much pains and thought to bring it to perfection, but it certainly is not beyond our ability for doing things.

"The high class of American labor is a matter for national congratulation and should be universally cherished. On the other hand, nobody should have any prejudice against a man because he has acquired capital, provided he attained it honestly. What people really and reasonably object to is to being skinned within an inch of their lives.

URGES GREATER EXPORTS

"Some time next month President Wilson will call a convention of labor, capital and farmers in Washington for a free exchange of opinions in a laudable effort to establish justice and abiding peace among them. It is a tremendous undertaking, and all the men and women of good sense and patriotism hope and pray that it will result in complete success.

"So far as we are concerned, one of the principal questions with which we should wrestle is how to increase our foreign trade. Upon the increase of our foreign trade rests in largest measure the future prosperity of this mighty Republic."

George Creel, former chairman of the Committee on Public Information, described the work of his organisation during the war as the "world's greatest venture in advertising." He urged that advertising in foreign countries started during the war be kept up.

JOHN McMILLIN SPEAKS

John Milton McMillin, of the bond department of Henry L. Doherty & Co., of New York, spoke before the financial advertising section of the convention this afternoon.

"Many of the gas and electric companies," he said, "are now fully alive to the value of security holders among the customers of their service."

He showed that the ordinary formal announcement of an issue of stocks or bonds was of little value in obtaining such results, as they attract only the professional investor, and gave specific examples of methods employed to reach the smaller investor.

Mr. McMillin said that his company had observed that there are a great many people who gladly listen to a discussion of investments because they learn how to solve the universal problem of getting ahead. 'Call it thrift, if you prefer the word," he said.

NEWS "ADS" OF GREAT VALUE

Mr. McMillin believed that advertising is going to play an important role in preserving and forwarding habits of thrift and conservative investments which were established during the war.

Newspaper advertising space is of peculiar value to the national advertiser because it reaches the retailer as well as the consuming public. The retailer, knowing from his own experience that newspaper advertising does create demand, knows, when shown that a manufacturer is planning to use newspaper space, that a demand will be created, and so he is the more ready to put the goods of the advertiser in stock.

The Soldier's Verdict On What Sin Is

(Continued from Page 12)

and all the crowd that gathers about in time of war.

"One Sunday morning it was a beautiful picture to see that great crowd of men, hundreds of them, coming up to receive communion, most devoutly, from my hands, assisted always by that best of commanding officers and truest of friends, General Michael J. Lenihan. Before action all were given general absolution and everybody was given holy communion. Sometimes a thousand of them would receive the bread of life before the day would be out.

"During an action on the battlefield, religion runs through it all.

"A man would think, with all this religious stuff going on about the place, necessarily other people would be very much put out with it. They were not. The fellows that were not Catholic liked it and backed it up.

"I think these men liked the down-right, good-give-a-damn way these men practised their religion."

Chaplain Duffy does not emphasise the fact, but it is worthy of emphasis, that the soldiers did not talk about their religion—they practised it.

The Rev. Edwin S. Boyer, who served as chaplain of the old 311th Infantry, tells of an attempt to hold church services in the face of interruptions by the noise of the driving of tent pegs and the loud swearing of the sergeant in charge of the detail. He remonstrated and—well, let him tell the story.

"The sergeant's reply was not exactly blasphemous, but it was pointedly to the effect that our job in France was to lick Jerry and not to waste time on old women's stuff—meaning church services. However, he did call his men off.

"When the services were over I went to him with the idea of smoothing out any resentment he might feel. He listened while I explained the benefits of Church aid at the front. He admitted that he knew of the existence of the Bible and had heard of a God, but he added that he had no time to bother with such things.

"That, remember, was back in the training area, and many of the men felt as he did.

"I began to notice a change as we moved up to the front, and by the time we had done our bit in the St. Mihiel drive it was quite marked. I observed a remarkable optimism throughout the ranks. The spiritual side of the boys showed more definitely as they were face to face with the basic fact of death. Still, the sergeant went about his duties without any noticeable change until we had reached the Argonne.

"When we took our places in the line the fighting had been going on for some days and Jerry was giving us all he had. Naturally the losses were severe, and one of the real problems was to bury the dead. Eight or ten bodies were lying out in front of us, and it became absolutely necessary to recover and dispose of them. So at night we started out. The sergeant came to me and volunteered to help in what is about the most heartbreaking and meanest job a man can tackle.

"After we had collected the bodies by the light of star shells and hundreds of signal lights and bursting shells I began the task of identification by means of tags and small personal belongings found on them. The sergeant and his men kept pace with me, constructing crosses and inscribing each one of them with the name and number of the soldier killed.

"It was about 2 o'clock in the morning when, on the slope of the hill, we dug the graves and buried our dead. The firing was dying down and I read the service in comparative quiet. On the way back to our lines the sergeant fell into step with me and grasped my hand with a hard grip.

CONVINCED

"'Sir,' he said, 'I guess there must be a God. Those crosses mean something to me now. When my time comes, will you see that I have one and a word said for me?'

"I kept my promise two days later. He fell in the next charge."

If there were any one distinguishing quality in religious effort that won men to the Church it was that quality the reverse of which they gave first in their lists of the cardinal sins. Thomas Tiplady, who had a distinguished career with the British forces, said recently:

"A chaplain at the front will lose all influence unless he has the courage to face danger and death. He, above all men, the soldiers think, ought not to be afraid, for he believes in and preaches the providential care of God and immortality of the soul. If Heaven be a fact, and not a fiction, why should he fear to die?

During a service in a field a shell fell a few yards from the chaplain. As they heard the sound of its approach, every one, including the chaplain, instinctively rushed for cover. It was a most sensible thing to do, but the chaplain lost prestige because he ran with the soldiers. They thought his superior faith in God ought to have held him to the altar. Men expect religion to save and faith to work."

Chaplain Lauchlan MacLean Watt, of the Gordon Highlanders and the famous Black Watch, says:

"We have come through an earthquake heave and have awakened to the fact that there is, behind ecclesiastical disputings, the still, small voice all the while. War, the short stride between life and death, the close breathing of the eternal, put ecclesiastical controversies and declarations aside. You only see a brother dedicated to death for you; you give the symbols of the broken body and the shed blood of Him who died to bring the immortal that is chained to humanity in tune with the infinite and, I tell you, you can almost hear God speak in the tensity of such a moment's quiver of reality."

Chaplain Herbert Shipman, who in civil life is rector of the Church of the Heavenly Rest, on Fifth Avenue, and who during the war rose from a regimental chaplaincy to the senior chaplaincy of the entire 1st Army, was discussing the attitude of the soldiers toward formal religion. He was in company with two other chaplains that had seen service with troops of the United States army, one of them being Chaplain William E. McCord, major and senior chaplain of the 27th Division.

"The trouble," said Chaplain Shipman, "is that most of the church workers are apt to think of the soldier as a different being. There is no need of differentiation. He is just a man, after all. But he has gone through an experience that has been denied to the majority of his fellows, that is all. The soldier has come very close to the facts of life. You will find that at heart he is sound. His code is not so very different from that of the average man, but perhaps he puts it a little more tersely and expressively. Perhaps, after all, he has glimpsed a little more of the truth."

The Rev. Dr. L. Mason Clark, pastor of the First Presbyterian Church on Brooklyn Heights, was discussing the soldier in the course of a sermon recently. He said the quality of bravery undoubtedly has presented the strongest appeal of all the virtues, echoing the sentiment of the answered questionnaries. Then he told the story of a Japanese general to whom copies of the four gospels had been presented. "When the general had read the gospels," said Dr. Clarke, "he was asked what quality in Jesus presented the strongest appeal. The reply was not a moment delayed. It was 'His courage.' The soldiers have had little sympathy with ecclesiastical differences. But the men that went over there as religious men did not lose their religion and the men that went over there as Christian men came to see the force in Jesus of this quality of courage."

Father Bernard Iddings Bell, the new president of St. Stephen's College, Annandale, N. Y., has an article in the current Atlantic Monthly, in which he says:

"A few of the men who have been really in it grow mystic-eyed when one mentions God and battle, but the disquieting majority seem to grin with unpleasant amusement. Possibly one chaplain hit it off when he said: 'Battle is to a man what developing solution is to a photographic plate. It brings out what's already in him. It gives him nothing new.' This much has been said because we need to recognise that the average spiritualised veteran is, just possibly, as big a myth as that Puritanical, unsexed saint in khaki painted by the advertising department of the Y. M. C. A. That some men have seen God during the war as never before, few doubt. That a majority of our fellows have done so most of the men themselves deny. All agree that it has been only battle itself which has illuminated those who have spiritually grown."

THE PROBLEM

Father Bell served as a chaplain in the navy. He says further:

"The lads who did suffer and endure—all honor to them—do not constitute our spiritual problem. In estimating religious forces and the religious task the really important people to consider are those who had all war's dreariness and none of its excitement, the boys who never got into the thick of it at all. They remained essentially as they were. The religion of the returning veteran is not so much the thing about which church people should worry as is the religion of the civilian young man as the camp revealed him. For the former the Church deserves neither praise nor blame. To the alarming condition of the latter she should speedily turn her concentrated attention."

THE JEWISH ATTITUDE

The attitude of the returning soldier toward the tenets of the Church, as seen from the Jewish standpoint, was stated by Rabbi Alexander Lyons, Ph. D., of the Eighth Avenue Temple, Brooklyn, as follows:

"Dr. Clark, in his 'Social Studies of the War,' found a wide difference in the men in the ranks, between what they had been taught and what they believed. To their credit be it said that they were wiser and more fundamental than their teachers. While they had been cautioned against profanity, gambling, drunkenness and sexual immorality as the cardinal sins, they placed in this category cowardice, selfishness, hypocrisy, disloyalty and meanness. From the standpoint of the religion I am privileged to preach the soldiers were nearer the right than the preachers. To the Jewish conception the cardinal sin that may be regarded as the taproot of all others is denial or disregard of those ideals and practices of life which derive logically and irresistibly from the thought and consciousness of God as a Supreme Being of moral perfection.

"Accordingly, to be guilty of cowardice, and thus lack vision of faith, to be selfish and thus crowd God out of one's being, to be hypocritical and by implication assume God's ignorance or indifference; to be disloyal and deny His constancy and reliability, and, finally, to be mean and imply His pettiness, would in Judaism be tantamount to the commission of cardinal wrongs. In brief, my religion would class any wrong as cardinal that contravened its conception of the perfect wisdom and power and morality of God.

"When Dr. Clark contends that old creeds must be adjusted to new spiritual ideas and impulses he is right, but this involves no dread or difficulty for Judaism, which, as exemplified in its supreme teachers and prophets, stresses spirituality expressed in morality as the unqualified minimum of a religious life. The trouble heretofore has been that the world has had too much organisation in religion and too little religion in organisation."

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VACUUM PACKED—ALWAYS FRESH
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Satisfaction guaranteed

STATE EXPRESS
CIGARETTES
The particular man demands a particular cigarette. State Express Cigarettes are made for just such men—men of discrimination who require the best.
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PACKED IN PATENT VACUUM TINS OF 50
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GET YOUR XMAS CARDS AT WHITEAWAY'S
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"FRIENDSHIPS TOKENS" PACKET OF CHRISTMAS AND NEW YEAR CARDS
Containing 12 selected Christmas and New Year cards, including envelopes.
Price 25 cts.

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Containing 12 carefully selected cards including envelopes.
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THE "CHAMPION" PACKET OF CHRISTMAS CARDS
Containing a selection of 9 high-class cards including envelopes
Price 50 cts.

THE "CHOICE" BOX OF CHRISTMAS AND NEW YEAR CARDS
A selection of 9 beautiful cards, including envelopes.
Price 50 cts.

THE "SEASONS" PACKET OF CHRISTMAS AND NEW YEAR CARDS
Containing 16 selected cards including envelopes.
Price 50 cts.

THE "EVENTIDE" BOX OF NEW YEAR CARDS
Containing 12 exquisite cards, including envelopes.
Price 50 cts.

THE "FLORAL" BOX OF NEW YEAR CARDS
Containing 12 neat cards including envelopes.
Price 65 cts.

THE "SELECT" BOX OF CHRISTMAS AND NEW YEAR CARDS
Containing 12 choice cards including envelopes.
Price 75 cts. per box

SINGLE CHRISTMAS AND NEW YEAR CARDS
A splendid selection with suitable greetings and verses ..... Prices 5, 10 and 15 cts. each

CHINESE NATIVE LIFE CHRISTMAS AND NEW YEAR CARDS
Depicting most interesting native scenes ..... Prices 10, 15 and 25 cts. each

GROUND FLOOR — SPECIAL SHOW — WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

ARMENTIERES AMID VAST RUINS OF WAR

8,000 Persons Already Back And Rubbish Heaps Are Being Cleared Away

RED CROSS AIDS MAYOR

American Company Has Offered A Loan To Rebuild The City

Armentieres, September 13.—Faith may certainly move rubbish heaps, as I saw today in the burning sunshine which glared down upon the ruins of Armentieres. In Armentieres itself there are now 8,000 people living though I remember a day in 1917 when, with a steel hat on my head and a gas mask very handy, I went with one other man down streets of ruin where we walked close to the wall, listening with both ears cocked to ugly noises overhead and seeing not one human soul or any living thing in this ugly little town.

That was after the days when the Germans finally abandoned the kind of truce they had kept to spare the place while we spared Lille, and smashed it from end to end with high explosives and filled it with poison gas from thousands of shells. Six hundred British soldiers were gassed at that time and 500 civilians, mostly women and children, whose bodies were brought out from their cellars on doors and shutters by men of the Royal Army Medical Corps when the storm eased off a little.

That was the time of Armentieres's agony. In June of 1917 there was not one house in the town which remained undamaged, and two thirds of the houses and all the churches and schools, the Town Hall and other public buildings were just skeletons of masonry, gutted from roof to cellar.

WOMEN CALMLY KNITTING

So they stood today, when I saw them again. Nevertheless, as I have said, 8,000 people are back again. I saw many of the women and girls sitting in the shadow of broken walls, knitting and sewing outside the ruin of their homes as placidly as though there were knockers on the front doors, or front doors in the framework, or any rooms within beyond partitions of oilcloth and brown paper, or at the best matchboarding.

I passed some smartly dressed girls, neat as a new pin, parading down a street which would have inspired Captain Bairnsfather, as though it were the Boulevard des Italiens, Paris. I went into a little estaminet and over a bowl of admirable coffee under a ceiling of brown paper chatted with a man and woman who had come back to their home and started business again. They talked in a kind of duet, the bass voice of the man and the shrill voice of the woman taking up the *recitatif*, which contained all the tragedy of Armentieres and most of the drama of the war as it had passed through the souls of these two humble, brave, clear-eyed peasant folk.

But Armentieres is not sitting down in its ruin quite helplessly. Besides German prisoners at their forced labor—poor wretches—the men folk who have come back are clearing away rubbish heaps and getting down to foundations and making ready for a new town to rise. They have as their leader a man of energy, spirit, and big ideas. It is M. Chas, their Mayor, who has put up a number of wooden huts in the Grande Place opposite the remnant of his old Town Hall, and there, as I learned today from his assistant, he is hard at work on the present and future and not thinking too much of the past.

For the present, with the help of the American Red Cross, which has done good work, he is organising the food supply and health conditions, none too good, of the 8,000 citizens who have come back. He is getting the water supply in order again. He has opened schools amid the ruins in wooden huts for 730 children, who are being taught, to their real joy, by their old instructors, after the first touching reunion.

Out of the fifty-seven cloth factories which helped to make the wealth of Armentieres, one is working again, and every soul in town is proud of that and listens to the whirr of its [illegible]

British Miss Works Way To U.S. As Ship Stoker

Miss Elsie Wilson
INTERNATIONAL

After three unsuccessful attempts to stowaway on vessels bound for the United States Miss Elsie Wilson, twenty-two, of Liverpool, England, finally succeeded in getting across by shipping as a stoker on the American ship Plattsburg. Her hair clipped, she dressed in a sailor's uniform and got ashore on a borrowed sailor's pass before she was detected. She is being held by the authorities at Hoboken, N.J., and probably will be sent back. Sailors aboard the Plattsburg said that Miss Wilson held her own with the grimiest veterans of the stoke hold.

in a poet's dream. To wait until the French Government can apportion a share to each city and village in the devastated regions of the indemnity from Germany is to wait, it seems, until the people are sick with despair. They are already feverish because so little is done. Another way is suggested in the case of Armentieres.

An American company has offered to advance a large amount of money as a loan out of which the new city may be built. A million and a half francs is the sum proposed, but that is an exaggerated figure, the interest of which would cripple the resources of the population of 37,000, although it would be guaranteed by the great manufacturers.

But in the idea of some such loan there may be the means of quick recovery, and somehow, by one means or another, the Mayor of Armentieres and the Elders of the city are determined that their vision shall rise in reality out of the dust. That is their dream, and the people have faith and courage in facing the future from the holes in the houses which are now their windows.

As they dig, the workmen still find pockets of mustard gas, from which they retreat gasping, and as they clear away the bricks they find unexploded shells which burst at the touch of a pick, and in cellars of ruins which have been choked up they find bodies of fellow-citizens whose houses were their tombs. The tragedy of the war is told by the stones about them.

The writing on the walls is clear to read, but by work and faith the future holds fair promise, when all the filth of war shall have been covered up and beauty will come to flower in this poor, stricken town of France.

ADVERTISING CLUBS WANT TREATY RATIFIED

World Association Backs Up Written Plea By Gompers At New Orleans

New Orleans, September 22.—Normal industrial conditions can come only when definite peace terms have been agreed to by the leading nations of the world, Samuel Gompers, President of the American Federation of Labor, declared today to the annual session of the Associated Advertising Clubs of the World, meeting here.

Mr. Gompers' address was read to the convention as he could not be present.

Urging prompt ratification of the treaty as an absolute necessity, Mr. Gompers said:

"That treaty is not perfect; but it is our only constructive suggestion for dealing with some of the things which cause wars."

Mr. Gompers' address was read in connection with a triangular discussion which marked the opening session of the convention. Festus J. Wade of St. Louis will present the side of capital and Representative Champ Clark of Missouri will speak from the viewpoint of the consumer.

"Co-operation for production depends fundamentally," Mr. Gompers' paper said, "upon good will. Good will cannot be forced. it must be earned. The only way in which industrial workers may express and defend their rights and interests is through organisation and responsible representatives.

"Two fallacies have been so frequently repeated as to be accepted by casual readers and hearers. It is said that requests for increased wage necessitate increase in prices which increase cost of living and return results in more wage demands—a vicious circle which leads to no progress. High wages have invariably resulted in constructive changes, beneficial to workers and have resulted in increased production.

"The second misstatement used to the discredit of wage earners is that output is deliberately restricted by the organised labor movement and by limitation of hours of work. In many industries production is below pre-war volume. This is not due to labor, but to unsettled trade conditions, managerial policies, and high costs of raw materials. Wage earners as well as employers are anxious to end this period."

Later the convention adopted a resolution urging speedy ratification of the Peace Treaty and the League of Nations covenant "without amendment or reservation."

The resolution was introduced by James Schermerhorn, editor and publisher of The Detroit Times. When a call for a second was issued, several hundred men arose, and finally a representative of the Dallas (Texas) delegation made himself heard. He announced that "three hundred and fifty Texas delegates wished to second it." There were no speeches in opposition.

A rising vote was taken. Delegates were present from every State in the Union, Canada, and Latin America. A prolonged demonstration followed the vote.

St. John's University News Items

November 15, the fortieth anniversary of the founding of St. John's, is now at hand. Invitation cards have just been sent out to the alumni and friends of the University. It is hoped that many will come to participate in the celebration. The following will be the general program for the day:

10:00 a.m.—Alumni re-union.
12:30 p.m.—Alumni lunch.
2:00 p.m.—Opening of the Cooper Memorial Gymnasium.
3:00 p.m.—Academic procession and literary exercises in the Alumni Hall.
4:30 p.m.—Tea and refreshments.

In the evening, there will be fireworks on the rear play ground and a cinema show in the Alumni Hall. On the previous evening, probably a drama will be presented by the students, for the part taken by them is not yet known. There is every hope of making the celebration a memorable one in the history of St. John's.

* * *

With the complete victory of Saturday before last over Soochow, the winner of the out-Shanghai league, St. John's again captured the East China tennis title this year. As the intercollegiate champions for the third time, St. John's get permanent possession of the big Slazenger Cup, besides the handsome shield presented annually by the association. A picture of the team and a review of the season, can be found in the sporting section of the paper.

* * *

Announcement is made of the very interesting subject for the preliminary intercollegiate English debate between Baptist and St. John's this year, "Resolved—That the colleges in China should adopt co-education." St. John's is to uphold the affirmative and the debate will take place on Thursday evening, December 11, at the Baptist College, Shanghai.

* * *

The Shanghai Branch of the St. John's Alumni Association held its last meeting of the year last Wednesday evening at the Chinese Y.M.C.A. cafe. In spite of the rainy weather, many were present both at the dinner and the meeting. Among many of the questions discussed, the following were decided upon:

A special committee from the branch was appointed to entertain the incoming attendance on the occasion of the fortieth anniversary of the founding of the University.

The branch pledged to raise a sum of $4,000, according to the pro-rata apportionment, towards the fund of $10,000 to be presented to the University for the erection of a social hall in memory of the late Mrs. F. L. Hawks Pott.

The nomination of officers for next year, to be elected at the annual banquet of the branch to be held on Saturday, February 7, 1920, was then passed.

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Increases the appetite.
INCREASES the resisting power against micro-organisms.

IRON PEPTONATE

Is generally recommended by physicians where an IRON TONIC is indicated.

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ITALIAN MINERAL TABLE WATER
In Cases of 50 Bottles (Liters)
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PRECIOUS STONES
ANTIQUES AND CURIOS
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Super - Durable
Flat Wall Finish

A perfected paint for interior wall decoration giving a flat surface of velvety texture.

Full range of artistic shades in stock.

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SHOES
uitable for
RT TENNIS
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f Quality."

ELIGIBLE SITES
for
Mills and Factories, Schools and Colleges
will soon be difficult to obtain in Shanghai and the immediate vicinity.

Furthermore, after peace has been declared and normal conditions obtain once more, the cost will become very high when the boom in land sets in. If you have any schemes in hand which necessitate the acquisition of land, you should consult us without delay.

WE HAVE FOR SALE

several large tracts of land, fronting on the Soochow Creek, and some on the Whangpoo, suitable for Mills and Factories. We have also large and small Factory sites at Pootung. For Schools and Colleges and other buildings, we have several 20 to 80 *mow* lots in both Settlements.

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Genuine Manila Cigars
PERFECTOS
Mex. $7.00 per 100 — in boxes of 25
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NO POPPIES NOW IN FIELDS OF FLANDERS

A Blasted Desert Surrounds The Pitiful Heap Of Ruins That Was Ypres

YET PEASANTS COME HOME

Living In Tents Scattered Along Menin Road Of Ghastly Memory

By Philip Gibbs
(*New York Times*)

Ypres, September 19.—There are tears in the heart of the man who goes on a pilgrimage now across the battlefields of Flanders to the city of wooden huts in the ruins of Ypres, if he knew those places when they were fighting grounds of the great army of youth, when every huddle of bricks, every crossroad, every bank of earth, every group of dead trees, every concrete fort in the sea of shell craters, was a landmark of that desperate conflict lasting for years hereabout in which hundreds of thousands of British soldiers fell with mortal wounds.

There are many British graveyards in France. In these recent days I have passed them again, where their wooden crosses rise out of the sterile earth. Here in the country around Ypres, for miles on both sides of the Menin road, is the greatest of all of England's graveyards, for it is all one great grave in which the flower of her boyhood fell in the devoring flame of that hell which was Flanders.

From the ramparts of Ypres to the east of Passchendaele and the low country beyond today, when I went over that country again the vision of all the drama that I had seen there surged back to me—the traffic of armies, the fields of dead, the never-ceasing labor of guns, until one day by a kind miracle they ceased, and all was quiet at last, as now, when it is strangely and enormously quiet.

Once only today the silence over this desert land was broken by an old, familiar noise. There was a loud, rending explosion and to the right of a hummock of earth there rose curly clouds of black and white smoke, high into the sky. It was like the bursting of a 12-inch shell.

"What on earth is that?" asked a man on the Menin road.

A peasant answered him:

"They are exploding old shells which they have collected in dugouts. Every yard of this ground is strewn with them."

SHELLS GATHERED IN HEAPS

He pointed to piles of 4.2's and 9-inch shells neatly heaped along the roadside. I had noticed thousands of them lying around on the way down from Morslede, by Passchendaele, and everywhere there were notices warning people not to disturb the shells, which are dangerous in this district."

Over by Sanctuary Wood there was a big fire burning. It was a bonfire of that brown, tussocky grass which has grown high over all these fields where nothing grew when I knew them in the years of the war; and that brought back pictures of the time when that same place was ravaged by German shells. Otherwise the wide vista of old battlefields bounded by the purple haze on far ridges like that of Messines and old Kemmel Hill was tranquil and motionless, with nothing stirring but a few human ants prowling in old places of strife.

This long, wide belt of Flanders is a wound that remains unhealed, and the earth is branded by the mark of Cain. Nothing grows there. There are no leaf sprouts on the stumps of trees that rise hideously out of the rigid waves of shell holes. The land is blasted where the trail of war passed over it, and it is still one vast desert, haunted by innumerable ghosts.

Standing here alone in silence, with five years' memory, one is stricken by the enormity of the crime that was done here and by this deep-gashed imprint of human tragedy. The earth itself asks the mercy of God for the outrage that has defiowered it.

Here and there in the midst of the battlefields in their loneliness some people have come back "home"; that is to say, with a courage which I find wonderful they have put up little shanties against the walls of German pill-boxes and above the mine craters and shell craters where once they tilled the good fields. There is a small colony of cents near Gheluvelt, where the 5th and 7th British Divisions had their Iliad in the adventure of death. They are dotted about below Polygon Wood and along the Menin road, by Hooge, where year after year gentlemen of England lived in lousy ditches with mine shafts under them and every kind of shell and bomb above them.

A FESTIVAL OF YOUTH

On the edge of the desert before I went up toward Passchendaele from the flat country on the Menin side I came across a little scene which was fantastic in its aspect, like a poet's dream. It was among the ruins of Dadizeele; all its houses are wrecked, and its old Flemish Church with its high spire that one sees from Passchendaele is tattered and torn.

But today its doors were flung wide open, and out of them down the highway of the nave came into the glare of sunlight a pageant led by priests and monks and little village maidens. The children were dressed in white silk with long trains and wore little golden crowns. Behind them came taller girls, crowned also above their flowing hair and with green velvet robes above white embroidered gowns. They were like mediaeval princesses, like those to whom the Flemish troubadours made their songs when Baldwin was Count of Flanders and the world was young. The children carried flowers before them, and four princesses carried a statue of "Our Lady of Dadizeele." And so they wound their way through the ruins of their village, where not a house stands unbroken or unburned except some wooden houses newly built.

In a small cemetery nearby lie the bodies of some British officers who fell a year ago. Flowers are growing on their grave, and Flemish peasants tend them every day.

"Sir," said one of them, "it is our sacred duty to guard the graves of your young soldiers as though they were our own brothers."

That was on the edge of the old battlefields, and from Dadixeele I went into the wilderness and came again after many miles to the Menin Gate, between the ramparts of Ypres, and saw again that city of ghosts. The water in the canal is almost dried up, and the filth of those years clogs it. The rags and tatters of the Cloth Hall and the Cathedral stand rather higher than the other rubbish heaps. No labor of love may restore the city of Ypres. It will be a new city that rises there, and that is not yet begun.

SIGNS OF REVIVAL IN YPRES

Yet there are many people in Ypres, and at the very gate through which the British troops used to go on their way to Hooge there are now crowds of women and children selling picture post cards of their own ruins to tourists in motor cars and pilgrims afoot, outside restaurants and cafes and booths like those at a country fair. There is something that shocks one's mind in this, if one knew Ypres in the time of war and blood that soaked this ground, until reason reasserts itself over weak emotion and says: "This is good! This is life! This is revival after death!"

There is one big hotel, built of wood, but spacious and even elegant, called the Splendid Hotel surrounded by many little "baraques," and in this I had a luncheon at a cost of 7 francs, better, I think, than one could get in Paris for twice that sum. The proprietor talked to me and explained the difficulties of life in Ypres for those who cater, like himself, to pilgrims. There is no water among the ruins for drinking or washing. Every drop of it has to be fetched from a distance. There is no light except that of oil-burning lamps. Food ordered in Brussels on Monday does not arrive in Ypres until Saturday, and it is impossible to get it in France, as the customs delays are insuperable.

Other people to whom I talked in Ypres were discouraged by the utter lack of help from the Government, from which as yet they had received no indemnities for all their losses and no advance by which they might build up a little, and no material with which to build. The Government seems powerless to aid them because of the great ruin of Belgium and the lack of reparation from Germany for all that destruction.

German Agent, Former British M. P., Visits Kaiser In Holland

Ignatius T. Lincoln
INTERNATIONAL

Ignatius T. Lincoln, German agent and former member of the British Parliament, who recently visited the ex-Kaiser at his refuge in Holland. The visit is expected to develop something of political importance, as Lincoln, since his deportation from England, has identified himself with the German faction favoring the return of Wilhelm. Lincoln is one of the most famous of international spies.

EXPECT EX-KAISER TO STAY

Hohenzollerns Are Said To See No Hope Of A German Coup

The Hague, September 21.—The arrival of Lincoln Trebitch, master spy and ex-member of the British Parliament at Amerongen to bring a petition from German monarchists to the ex-Kaiser, marks the growth of the monarchist movement in Germany and its plotting.

There are signs that the Hohenzollerns do not yet consider the time for reaction ripe in spite of the many petitions constantly arriving from Germany requesting the ex-Kaiser's return.

It would appear more than probable that the ex-Crown Princess and her suite, on their recent visit to Holland, brought news to the Hohenzollerns both on the Island of Wieringen and in the castle of Amerongen for which they had been impatiently waiting and which no one else could be entrusted to bring, but that the import of this news was not so optimistic as had been hoped. Immediately after the arrival of the ex-Crown Princess her husband requested that he be allowed to leave Wieringen and take up his residence for the Winter at Boorn, which is near Amerongen and the ex-Kaiser's new residence at Doorn.

Until quite recently the ex-Crown Prince had intended to return to Germany as soon as the Peace Treaty was ratified by three of the big allied powers. Immediately after the arrival of the ex-Crown Princess at Amerongen the ex-Kaiser began to purchase villas in Doorn for various members of his staff, thereby showing an intention to install himself and staff there for some time.

Trebitch, who was released from an internment camp in England five weeks ago, vowed to devote his whole life to working against England. He wrote to the British Premier of his intention before leaving camp and went straight to Germany. Trebitch went to Amerongen from Berlin, where he returns today.

WHAT THE HANDS TELL.

The size, shape and texture of the hands have been regarded from very distant times as highly indicative of character. From the hands also it is easily possibly to form a substantially accurate opinion as to their possessor's health.

For instance cold, clammy hands prove poor blood and defective circulation, and trembling or unsteadiness of the hands is a certain sign of debilitated nerves. Both indicate clearly that the blood lacks richness and those red corpuscles so necessary to feed the overworked nervous system.

If your character as told by your hands interests you, surely the much more reliable evidence the hands give as to your health should not be ignored. For to do so is but to court disaster, and the development of the trouble they indicate into worse stages.

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German Cruiser To Visit South American Ports

Zurich, September 22, (French Wireless Service).—The cruiser Regensburg will leave Kiel immediately for South America.

A special mission is on board and will visit the ports of Chile, River Plate, Brazil, and Uruguay, and inspect all the German mercantile ships interned there in order to make necessary arrangements for their return to Germany.

Negotiations with the Entente are under way with a view to loading these ships with food supplies for Germany.

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THIS NEW AEROPLANE ASCENDS VERTICALLY

Device Is Of Utmost Importance If It Works As Demonstrated

NO FIELD FOR LANDING

Aloft, It Could Hover Indefinitely Over Any Given Area Or Object

New York, September 25.—Imagine an airplane which, instead of having to run over the ground a considerable distance at high speed before rising into the air, mounts vertically on an even keel.

Imagine an airplane which, instead of returning to the earth at a speed of from thirty to sixty miles an hour, drops directly on its chosen landing ground with the certainty of a bird.

Imagine once again an airplane which unites with these other qualities the power to hover motionless in the sky, or, like a soaring eagle, to drift with the wind.

The effort to produce a machine which can do these three things has given more inventors headache than almost any other problem in the wide realm of aeronautics. Consider for a moment just a few of the things it would mean in aviation.

In civilian flying, for one thing, it would do away with the need for big, expensive landing fields. It would render it possible for planes to alight and take off safely from restricted areas, city lots, park meadows—even the roofs of skyscrapers. It would hasten the day of passenger and express transportation by air, since the plane could pick up its loads at conveniently located stations instead of, as now, being restricted to landing in fields several miles from the large cities.

For bombing work in war the plane which could hover would be beyond all valuation, since the military aviator could halt over his target and drop his "eggs" with a high probability of a bulls-eye instead of, as now, throwing them overboard "hit or miss." The usefulness of planes as part of the equipment of ships would be multiplied. Instead of requiring, as now, a battleship deck for a take-off, such an airplane as this could drop on the smaller deck or the cabin roof of a passenger-carrying ship, setting aboard passengers and late mail.

ITS INVENTOR

In a small office on the top floor of the building at No. 125 East 23d Street labors the man who believes he has solved the problem of the vertically-rising airplane—and not only believes it but shows a reason for the faith that is in him in the shape of a working model. Last Tuesday evening he took his model to a meeting of the Aeronautical Society, where theorists and practical airplane builders listened with unwavering attention to his description, examined the plane, and were so interested in what he showed that they asked him to repeat his exhibition at another meeting in the near future for the benefit of those not present this time.

The inventor is W. J. Beach, a young Australian, who has been both a flyer and a builder of airplanes since January, 1908. He has organised a company for the manufacture of his vertically rising machine, with headquarters at New Haven, and before many months expects to try out the first one of man carrying size.

Mr. Beach's model of his vertically rising plane presents striking and even revolutionary departures from the accepted type of heavier than air machines. The first impression of an observer is likely to be that wings are absent. Closer examination shows, however, that there is abundant planing surface but of a form so novel as to cause surprise.

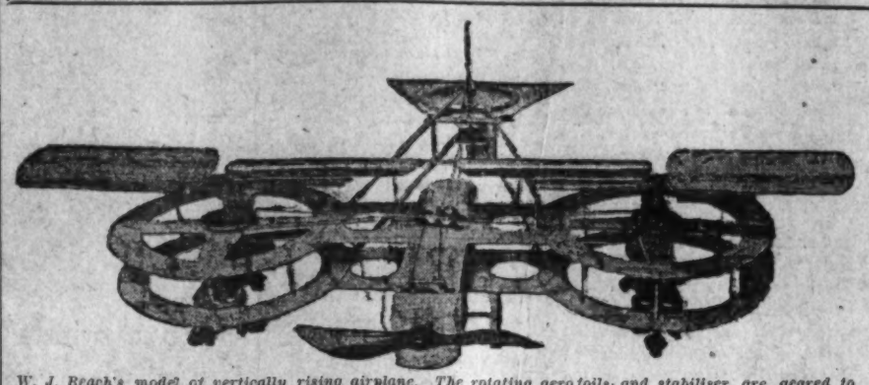
It exists in two pairs of aerofoils or small wings, hung at the top of central shafts, which run down through circular rims of diameter almost equal to the span of the aerofoils. Suspended from the bottom circles are the motors, two on each side.

AS SHOWN IN THE MODEL

The fuselage, which in the model is an inclosed cabin, is swung midway between the aerofoil pairs. Outriggers running aft from the circular structures form the tail of the ship. At their end is the usual airplane rudder, and beneath it rotating in another circular structure, a stabiliser hung on a shaft. The stabiliser and the aerofoils are all harnessed to a central shaft running down into the fuselage, so that their rotations are mechanically synchronised.

The two pairs of aerofoils constitute the vertically lifting apparatus. Beneath each aerofoil is an aileron to insure lateral stability, while the rotating stabiliser gives longitudinal stability. The propeller is of the tractor type mounted at the nose of the fuselage, with a shaft running aft to the central power shaft to which the rotating planes are harnessed.

No Running Start Would Be Necessary For An Aeroplane Having This Device



W. J. Beach's model of vertically rising airplane. The rotating aerofoils and stabiliser are geared to a central shaft, insuring Unified Action

ON THE PLANETARY SYSTEM

"Inventors and engineers who have attempted to solve the problem of a vertically rising airplane," says Mr. Beach, "have tried to rotate from the axis of a motor sufficient uplifting surface to raise the weight of the motor, the entire structure and the operator. This has proved a mechanical impossibility, due to the weight per horse power of the present type of motor.

"I considered the question as one of leverage. If we move an aerofoil forward at a given speed with a given angle of incidence we get a certain number of pounds per square foot of lift. I have designed my apparatus on what I call the planetary system—that is, one analogous to the movements of the heavenly bodies.

"I should describe this machine as consisting of two or more helicopters arranged transversely across a nacelle provided with outriggers extending rearwards, at the extreme end of which a horizontal stabiliser is attached having a circle cut in it. In this space is a continuously revolving stabiliser, the blades of which may be elevated or depressed at the will of the operator.

"The center axis of each of the uplifting furnaces has a specially constructed beam extending from it, each end of which has a rotary motor with a traction wheel organised with it to engage with and run around a track of considerable width. By this arrangement a maximum of leverage is brought to bear on the uplifting surfaces, which will be revolved at the speed at which the motors travel around the track.

"The frictional contact between the traction wheel and the track is automatically governed by centrifugal action as the motors are free to move away from or toward the center axis.

SUN, SATELLITE AND ORBIT

"My comparison with the solar system illustrates the arrangement. The uplifting surfaces may be imagined as the sun, the motors as its satellites, and the track as their orbit.

"The aerofoils are not expected to rotate with the speed of an airplane propeller, because it is not necessary for the machine to rise with the speed of an airplane traveling horizontally.

"Under the uplifting surfaces are airlerons which revolve constantly and are maintained in a neutral position by air pressure, but are controllable by the operator. They insure lateral stability, and the revolving stabiliser gives longitudinal stability. Gyroscopic force from the constantly revolving motors also contributes materially to stability."

It is to be understood that not only in rising or landing do the aerofoils rotate, but also when the machine is traveling forward. Having attained the desired altitude the pilot may start horizontal flight by throwing in a clutch which engages the propeller with the central power shaft, the motors traveling in the rims furnishing the power. Or, if it is found desirable, the propeller may be operated by a separate motor located in the fuselage.

In his model Mr. Beach employs compressed air motors. In the practical machine, which he will soon build, he expects to use rotary, aircooled motors.

FIRST GERMAN GOODS SINCE 1917 ARRIVE IN U.S.

Cargo Of Beet Sugar Seed, Glassware, And Dolls' Eyes Comes Into Port

New York, September 20.—The first cargo of German manufactured goods since the United States entered the war in April, 1917, arrived in New York yesterday on the steamship Jason of the Kerr Steamship Line from Hamburg under the command of Captain W. H. Bevan. It consisted chiefly of plate glass and other kinds of glassware, dolls' eyes, beet sugar seed, 250 tons, and beaded bags. The ship did not bring any toys, and the total cargo amounted to 350 tons.

Captain Bevan said that the port of Hamburg appeared much the same as it did before the war, except there was not so much dust and hustle to be seen along the docks. There was plenty of food in the restaurants, where a portion of roast duck with vegetables, bread and beer could be had for 75 cents. Everything in proportion was much cheaper than it was in the United States.

The Captain added that very few soldiers were to be seen in the streets in Hamburg, and that the people with whom he talked said that they were only waiting for the Peace Treaty to be ratified to start in real earnest to restore their commerce, and more especially the trade of their city as one of the world's greatest free ports.

Three days out from Hamburg the crew discovered a stowaway, Rufuor Laffleth, 28 years old, a machinist, who told Captain Bevan that he had hidden away on his ship because he was tired of Germany and wanted to live in the United States. He was sent to Ellis Island by the immigration authorities, and may be sent back to Hamburg as an undesirable alien liable to become a public charge.

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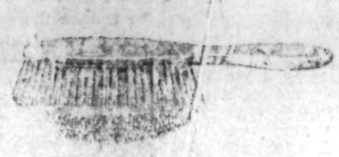
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DECLARES NEW BLOW AIMED AT GERMANY

Hugo Preuss Denounces New Demands Pressed By The Allies

ATTITUDE TOWARDAUSTRIA

German Article In Constitution Asserted Not To Conflict With Treaty

Berlin, Thursday, September 11 (by the Associated Press).—Dr. Hugo Preuss, who drafted the new German Constitution recently promulgated at Weimar, in a statement today to the Associated Press, severely arraigned the demand made by the Peace Conference that Germany must amend the Constitution so as to prevent Austrian representation in German parliamentary affairs.

"I must emphasise, first," he said, "that this is not a question of law. Legally, it is clear and simple. The way in which our opponents brought up the matter shows they are following entirely different purposes than the clearing up of doubtful legal questions.

"In Article 178 of the new German Constitution is the clause: 'The terms of the treaty of peace signed at Versailles will not be affected by this Constitution.' This excludes any practical collision between the peace terms and the Constitution, for if there should be any provisions of the Constitution in contradiction of the peace terms, the latter would be valid legally, without any chance for the Constitution to take precedence over the treaty.

"Article 61, Paragraph 2 (providing for the admission of Austrian members of the Reichstag) does not stand as a formal contradiction of the peace terms, this fact being recognised by the signing of the terms by the Allied and Associated Governments. In the German counter-proposals to the original peace terms, the German Government explained, in discussing this point, that Germany did not desire to violate the Austrian frontier, but that if Austria wanted to bring about a state of unity with Germany, the latter could not obligate herself to oppose the wishes of the German brothers in Austria, for in that case the right of self-determination of peoples would count against Germany. The Allied and Associated Governments merely recognised in their answer that Germany did not want forcibly to violate the Austrian frontier. Thus the Peace Treaty was signed. Article 61 does not forcibly violate the Austrian frontier. Rather, everything is left to the free initiative of Austria on the basis of national principles and national self-determination.

"Further, if the Entente raised serious objections to harmless Paragraph 2 of Article 61, there were plenty of opportunities to reach a quiet understanding with Germany. Instead of that the Entente chose a most sudden and brusque manner toward us, and offered terms for which there was no trace of legality, the purpose being to compel Germany to alter her Constitution as to immaterial points. I estimate too highly the legal insight of our opponents to believe they do not recognise how legally untenable is their position.

"Their political purpose, however, has been attained and the whole world has been shown that Germany must submissively comply with the absolutely illegal order of the Entente. I do not believe in the opinion, widely current among Germans, that the statesmen of the Entente and America are filled with anger and hate and have allowed themselves to be drawn into a planless and purposeless policy. This policy, however, can have but one thought and plan—to make it impossible to consolidate a democratic republic in Germany. The forcible prevention of a union of Austria and Germany is the blow in the face for all the solemnly proclaimed principles of the Entente.

"Materially, the union of Austria to Germany would mean a severe burden on Germany. Tremendous sacrifices would be necessary, and therefore there are many people in Germany who viewed the plan with hesitation. It would, however, be of great value and would be of wonderful importance to the young German democracy, as it would bring about a unity which Bismarck's statecraft and Prussian weapons failed to accomplish. The polity of the Entente therefore can have no conceivable aim other than forcibly to prevent this moral strengthening of the republic of Germany and to add to the strength of its opponents, since it would make it much easier for them to gain supporters, for they claim German national unity cannot be brought about in Germany except by a military reaction.

"When the peace terms were formulated the German people established their republic. We knew at that time that, with this peace instrument in hand, the Entente could discredit the German republic. The German-Austrian question is the first indication of such an intent, but it probably will not be the last.

"In the meantime, this policy runs counter to all the solemn declarations of President Wilson and the Entente—that should not mean much, for after our experience since last November the value of these declarations has been sunk deeper than German values. But this policy negatives the obvious interests of the Allied and Associated Powers, which demand the strengthening and the democratic development of Germany. It was attempted at first to represent the German democratic republic as a barefaced deception in order that actions such as were adopted to defeat Kaiserism might be justified. It is harder to maintain this fiction the longer the democratic regime lasts. This regime has now concluded a constitution the basis of which are pure democracy and unity. Under most tremendous difficulties, it has protected the western world, as a dam, against Bolshevism. It was obvious to every statesman that the German republic cannot be forever misrepresented as a disguised Kaiserism. So new blows must be delivered.

"Such treatment increases the protagonists of the old system and adds to the spirit of revenge in the German people. A desired excuse for mishandling Germany may thus be given in future. The goal must be the destruction of German democracy, or of Germany herself. If the Allied and associated statesmen do not have this aim in view, their policy of making life bitter for the German democracy would be inconsistent, and that must never be assumed in studying the policies of an opponent.

"President Wilson once said that the peace that ended the world war must approximate that made at the Congress of Vienna. The Vienna Congress believed it could by measures of force make firmer the so-called legitimacy of the monarchical principle. That was a bad mistake, but how light as a feather it weighs against the madness of the Versailles peace, on which, through just these means, democracy and international law were to be attained!

"From the madness of Vienna America at least kept itself free, but in Versailles——!"

SIR E. CARSON ASSAILS WILSON ON IRISH ISSUE

Questions Right of League to Consider Erin's Case

ENGLAND'S AFFAIR ALONE

Declares Covenant Doomed To Failure If Internal Disputes Are Taken Up

London, Sept. 20 (By The Associated Press).—President Wilson's attitude regarding the self-determination of Ireland has attracted the attention of Sir Edward Carson, the Ulster leader, who in a statement today declared:

"As one anxious to see the league of nations founded to protect the world against the horrors of war, I do not desire to raise difficulties or anticipate decisions on questions which must arise in the gradual development of a sound system of jurisprudence under the covenant. Therefore, I am reluctant to criticise the President's answer to questions put to him by the San Francisco Labor Council with reference to Ireland.

"Indeed, I find it difficult to understand from the answer given what state of facts with relation to Ireland the President contemplated which entitles any of the contracting parties to raise this question under Section 11 of the convenant dealing with peace safeguards.

SAYS LEAGUE WOULD FAIL

"I would like, however, in the interests of the success of the league, to point out that nothing would more likely lead to its failure than interference by any of the great contracting parties with the evolution of government in the realms of the others. The United Kingdom, as a whole, is one of the contracting parties, and in respect to constitutional rights and government all the units of the United Kingdom stand on an equal basis, none being subordinate to the other, and it is difficult to foresee, therefore, what circumstances can arise which would justify interference by the league in relation to any particular unit.

"If President Wilson means to suggest that, because there is a large population of Irish descent or Irish origin in the United States who sympathise with the claims of the Irish secessionists, this fact threatens to disturb international peace or the good understanding between the United States and the United Kingdom, and that therefore the case arises under Section 11 of the covenant, I must with great respect enter a protest.

NO END TO INTERFERENCE

"There would be no end to interference founded on such a plea, which really means that citizens who have adopted a new country carry with them the right to interfere in the affairs of the country of their origin.

"It is not necessary to point out how disastrous the results would be. But there are too many obvious criticisms to be made by any one who desires to make the League of Nations a failure from the start. I do not desire to range myself with such critics. I believe the league only possible if real good will be shown by it in its infancy and if wise men, anxious for its success, are chosen at the start to administer and evolve its constitution."

In reply to the question as to his attitude toward self-determination for Ireland, President Wilson said that his position was expressed in Article XI of the covenant, under which it is declared that any member nation can call the attention of the league to any circumstance whatever affecting international relations which threatens to disturb international peace or the good understanding between nations.

In his written answer, the President said:

"My position on the subject of self-determination for Ireland is expressed in Article XI of the covenant, in which I may say I was particularly interested, because it seemed to me necessary for the peace and freedom of the world that a forum should be created to which all people could bring any matter which was likely to affect the peace and freedom of the world."

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V. 6

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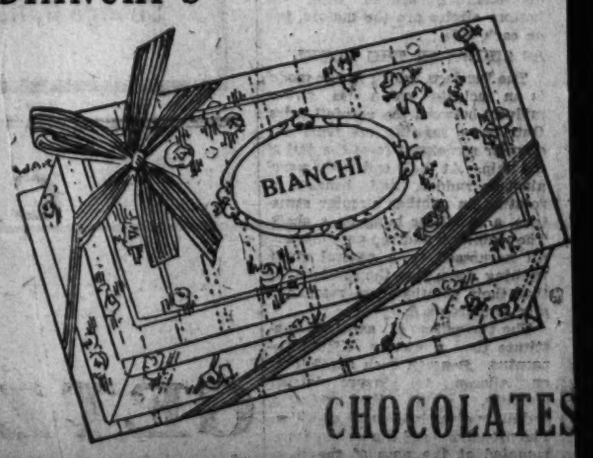


CHOCOLATES

PERSIA TO SHAPE OWN FATE, SAYS CURZON

British Treaty Does Not Constitute Protectorate In Any Way, He Avers

ASIA NEAR CHAOTIC ERA

Expert Assistance And Financial Aid Offered To Shah's Country

London, Sept. 20.—Great Britain's treaty with Persia does not constitute a protectorate of the latter country in any way, the only object of the agreement being to ensure Persia an opportunity to work out her destiny as an independent country, said Earl Curzon, government leader in the House of Lords and president of the council, in speaking at a dinner given here last night in honor of the Foreign Minister of Persia. The speaker admitted there had been misunderstandings of the treaty, but said there was no ground for suspicion, as would be proved by the working out of the agreement.

An "era of chaos and confusion in Asia" was forecast by Earl Curzon, who declared it would be some time before stability is restored in regions formerly dominated by Russia and Turkey.

"When we speak of the independence of Persia," Earl Curzon said, "meaning the political and national independence of the country, I contend now, as I have always contended, that the independence of Persia is a British as well as a Persian interest. Indeed our main interest in Persia is its independence. We do not want Persia to be a mere buffer against our enemies. We want her to be a bulwark for the peace of the world, and I can assure our guest he need have no fears upon that point. We shall respect the independence of his country.

WANT PERSIA AS PARTNER

"We did not ask at the Peace Conference for a mandate in respect to Persia. Had it been offered we should not have accepted it. I do not believe for a moment that Persia would have asked for it. We prefer to trade with Persia as a partner on equal terms, with that country enjoying her own sovereignty and capable of dealing with us on terms of partnership.

"I do not conceal from myself that, fully as we understand the agreement concluded between us, suspicions have been aroused as to its real character. These suspicions rest in the main upon a misconception which should not be difficult to remove. I see it stated in some quarters that this agreement is a veiled protectorate by Great Britain over Persia. I take it that a protectorate means some assumption of exclusive responsibility and some curtailment or restriction in the protected country's liberties. I find no evidence of such a condition of affairs in this agreement.

"I would not have been a party to any attempt to set up a British protectorate over Persia. In any case it would have been impossible because Persia would neither have asked for nor accepted it. On the contrary, she would have resented and resisted it. I should have been opposed to it because it would have been contrary to our repeated engagements and, in the last resort, because I should have regarded it as inimical to British interests.

ENOUGH TO DO IN EAST

"We have, or shall have, as a result of this war enough to do in the Eastern parts of the world. If a nation assumes a protectorate it also assumes certain responsibilities which have a tendency to attain the weight of a heavy burden. Above all it is compelled to give financial assistance on a scale which may ultimately be overwhelming. Therefore neither I nor my colleagues would have consented or acquiesced in anything like the creation of a British protectorate over Persia.

"Those who believe the British are going, as a result of this agreement, to settle down in Persia and to Anglicise, to Indianise or Europeanise it in any sense of the term are grossly mistaken. All we want to do is to give Persia expert assistance and financial aid which will enable her to carve out her own fortunes as an independent and still living country.

"I see it stated in some quarters that this agreement is a disparagement or deliberate neglect of the League of Nations. Articles X. and XX. of the covenant are supposed in some sense to have been ignored by us. I would say emphatically, on behalf of the Government and after a conversation with his Highness this afternoon, that both his Government and mine accept unreservedly Articles X. and XX. of the covenant of the League of Nations and that we see in them nothing inconsistent with what we have done. On the contrary, as soon as the treaty of peace is ratified and as soon as the Council of the League of Nations comes into effective existence it is the intention of his Government and mine to communicate the agreement to the council of the league, with a full explanation and defense of its contents.

PROBLEMS TAKEN UP

"There is another point in the agreement concerning which there has been some misunderstanding. There is a passage in it which says the two Governments had agreed to the appointment of a joint committee of experts for the examination and revision of existing customs tariffs, and it seems to have been inferred that Great Britain is claiming the right to revise customs treaties not only between Persia and Great Britain but between Persia and foreign Powers. An examination of the text shows there is no ground for this suspicion.

"Again, when we undertake in this agreement to co-operate with the Persian Government for the encouragement of Anglo-Persian enterprises for the development of the country we create thereby no monopoly. We claim no exclusive rights for ourselves to the exclusion of other Powers, and, indeed, some of them have rendered substantial service to that country.

"In one of the printed letters attached to the agreement there is a further undertaking on the part of the British Government to co-operate with the Persian Government with a view to the realisation, among others, of these two particular points—the claims of Persia to compensation for material damage suffered at the hands of other belligerents during the war and the rectification of the frontiers of Persia at points agreed upon by the parties. To this is added the manner, time and meaus to be chosen for these matters to be discussed, which will be as soon as is practicable. I believe that among other subjects which will occupy the Shah of Persia during his visit to England will be conversations with myself upon this matter.

"I shall be only too happy to enter into these discussions and arrive at an agreement. Should he so desire, we shall give our support to Persian delegates at Paris should they wish to raise these claims before the Peace Conference in that city.

"If I attempt to forecast the future nothing seems to me in this era of confusion and chaos to be more certain than that a time of great trouble and unforeseen development lies before the continent of Asia. I doubt very much whether as a result of the war we shall succeed in pacifying Europe, but whether we do so or not I am quite certain we shall not for some time secure stability in Asia. The breakup of the two great empires of Russia and Turkey has left a vacuum in this area which it will take a great deal to fill with orderly, settled elements.

"I ask our guest to give, as I am confident he will be able to do, recognition to the fact that in the recent negotiations between us both parties acted with absolute freedom and were subject to no pressure whatsoever. We could not have imposed this agreement upon Persia if Persia had not been willing to accept it, and that country could not have wrung it from us. We are jointly prepared to defend this agreement, and look forward to the vindication of its real character in its operation."

BIG AIR LINER LANDS 14 IN WASHINGTON

'Easier Than A Pullman,' Verdict Of Passengers From Mineola

Washington, September 19.—The Lawson air liner C-2 landed at Bolling Field at 12:56 this afternoon, carrying fourteen passengers, who declared they had ridden "easier than in a Pullman car." The ship left Mineola at 8:40 this morning and had an easy voyage over Philadelphia and Baltimore until she reached the upper end of Chesapeake Bay, when heavy weather and a head wind caused delay.

Alfred W. Lawson, designer and owner of the ship, brought with him copies of The New York Times, which were received at Bolling Field and delivered to Cabinet Secretaries Baker, Glass, Redfield, and Lane, to Vice President Marshall, Assistant Secretary Roosevelt, Speaker Gillett, General Pershing, and the Washington correspondent of The Times.

Senator Kirby of Arkansas met the C-2 at Bolling Field and through him Mr. Lawson invited all Senators to make a flight. The designer said tonight that he would take up twenty Senators at a time beginning tomorrow. He has also extended invitations to General Pershing, Secretary Baker, General March, General Mitchell of the Air Service, other Generals, and the Admirals now in Washington.

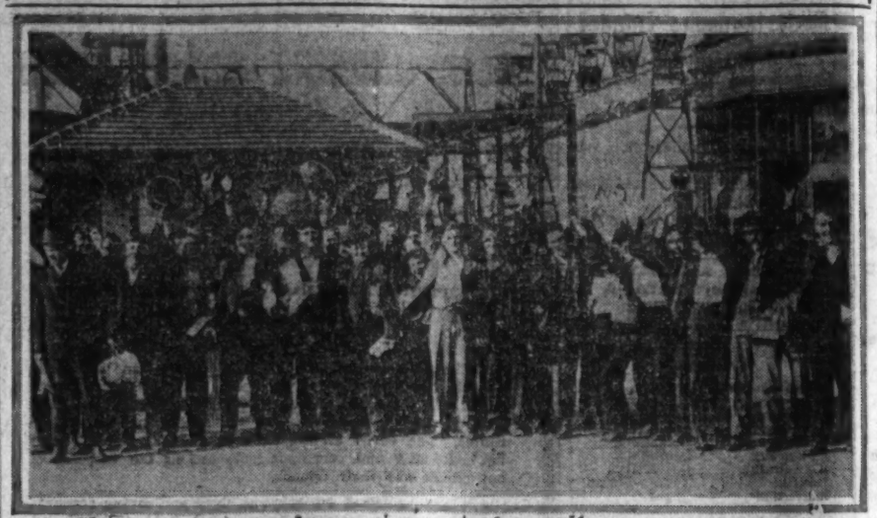
The C-2 will remain in Washington two or three days and will then start for San Francisco, making stops at Dayton, St. Louis, Omaha, Salt Lake City, and Reno.

"I believe I have lifted the airplane out of the class of a liability," said Mr. Lawson today. "This is the first time it has been developed as something useful instead of being employed either as a toy or a fighting machine. I have got a Pullman instead of a hand-car. I believe that, I can develop a transportation system that will save millions of dollars' worth of time to the American traveling public.

The party on board today had luncheon and walked up and down the "lounging room" of the car, just as if they were on shipboard. "And we missed a dusty road," said Miss Felicity Buranelli.

The crew and passengers included Mr. Lawson, Charles Cox, pilot; Vincent Buranelli, engineer; Miss Buranelli, Andrew M. Surini and Carl Schory, mechanics; Frederick A. Steels, Evan J. David, Tracy H. Lewis, and Miss Katherine Brody, newspaper correspondents; Mrs. Steele, Frank Shober, Richard Wightman, Vice President of the Aeronautical Touring Association, and Mrs. Wightman.

Workers At Plant Of Illinois Steel Co., Cheer Strike Call



Chicago steel workers cheer strike call. INTERNATIONAL

Steel workers, employes of the Illinois Steel Company, cheering the strike call which practically paralysed the steel industry in Chicago.

Sailed from Shanghai

For San Francisco

West Vaca	Oct.	1
Tancred	Oct.	5
Ecuador	Oct.	12
Tamaha	Oct.	13
Archer	Oct.	18
Nile	Oct.	18
West Cactus	Oct.	26
Royal Arrow	Oct.	28
Lumina	Oct.	30
West Islip	Nov.	2
West Sequana	Nov.	8
Colombia	Nov.	8
Nanking	Nov.	8

For Tacoma

Manila Maru	Oct.	22

For Seattle

City of Spokane	Oct.	7
Stanley	Oct.	14
West Segovia	Oct.	26
Suwa Maru	Nov.	5

For New York

Eurymedon	Oct.	22
Bolton Castle	Oct.	22
Naneric	Nov.	4

For Vancouver

Monteagle	Oct.	15
Bessie Dollar	Oct.	31
Empress of Russia	Nov.	1

For London etc.

Titan	Oct.	8
Wakasa Maru	Oct.	11
Shidzuoka Maru	Oct.	13
Peleus	Oct.	2
Delagoa Maru	Oct.	25
Khiva	Oct.	28
Kaga Maru	Oct.	29
Prinzessin	Oct.	30
Mentor	Nov.	6
Lycaon	Nov.	8

For Liverpool

Alcinous	Oct.	11

For Marseilles

Batavia	Oct.	5
Java Maru	Oct.	6
Wollowra	Oct.	16
Cape Town Maru	Oct.	20
Toyooka Maru	Oct.	28
Paul Lecat	Oct.	31
Bansei Maru 5	Nov.	1
Celebes Maru	Nov.	7

For Copenhagen

Rhodesia	Nov.	8

For Bombay

Dilwara	Oct.	1
Dunera	Nov.	4

For Singapore

Lowther Castle	Oct.	16
Castor	Oct.	27

For Calcutta

Gregory Apcar	Oct.	28

For Hull

Benavon	Oct.	12

Rubber Outputs

	Sept.	Oct.
Alma	32,000	29,000
Amherst	2,769	—
Anglo-Dutch	25,000	67,000
Anglo-Java	118,400	211,800
Ayer Tawah	33,978	29,821
*Batu Anam	27,016	21,106
Bukit Toh-Alang	21,855	21,181
Bute	22,000	17,950
Chempedak	13,250	13,500
Chemor	23,734	23,429
Cheng	19,025	17,619
Consolidated	70,002	57,455
Dominion	43,981	37,677
Gula Kalumpong	126,000	133,000
Java Consolidated	41,000	67,000
Kamunting	22,282	25,712
Kapala	12,522	14,804
Kapayang	—	—
Karan	12,630	12,150
Kota Bahroe	40,470	42,107
Kroewoek	25,500	46,000
Langkat	68,644	71,150
Padang	17,000	18,000
Permata	5,689	—
Pengkalan	16,879	11,766
Repah	23,000	18,000
Samagaga	27,600	23,500
Semambu	17,515	18,050
Senawang	18,212	13,185
See Kee	—	11,404
Shanghai-Malay	—	—
Shanghai-Serem-ban	16,019	10,680
Shanghai-Kelan-tan	20,600	21,500
Shanghai-Pahang	18,159	13,016
Shanghai-Klebang	14,418	11,334
Shanghai-Sumatra	72,660	62,000
Sua Manggis	—	—
Sungala	14,470	8,570
Sungei Duri	29,017	29,192
Taiping	10,993	—
Tanah Merah	33,000	30,000
Tjoong	80,000	81,000
Ulobri	5,815	5,325
Ziangbe	57,200	62,000

*Shortage owing to rain.

Launch Services

TOMORROW

The tender conveying passengers and mails on board the N.Y.K. s.s. Yokohama Maru will leave the Customs Jetty at 8:30 a.m.

Tuesday, November 11, 1919.

The tender conveying passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave Customs Jetty at 12 noon.

Friday, November 14, 1919.

The tender conveying passengers and mails on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 2 p.m.

Siccawei Weather Report

7...The depression passes N. of Peking, running towards Vladivostock. A powerful wave of high pressures is at its heels, reaching 30.71 at Irkutsk, with a corresponding cold of minus 13° Fahr. Moderate maximum on E. Nippon. Rather fine day in our Valley; rain at the mouth of the Min river; snow at Tsehita.

8.—The pressure is falling, with moderate E.N.E. breezes. It begins to rain early in the morning.

Shanghai Foreign Exchange Bankers' Association

The Exchange Banks which are members of the above Association will open at 9 a.m. and close at 11 a.m. on Monday, Tuesday and Wednesday, the 10th, 11th and 12th November on account of Autumn Race Meeting.

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(Continued from Page 24)

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Haiphong	Papoete	
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L. ARDAIN.
Manager.

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Telephone C. 1941.
Telegraphic Address "Knabex."

Capital .....Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on Approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

T. G. KONG.
Manager, Shanghai, 15th February, 1919.

Hongkong & Shanghai Banking Corporation

Paid-up Capital ... $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2/- $15,000,000
Silver 21,000,000
$36,000,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG

Court of Directors:
J. A. Plummer, Esq., Chairman.
Hon. Mr. E. V. D. Parr, Deputy Chairman.
J. W. C. Bonnar, Esq.
A. H. Compton, Esq.
Hon. Mr. S. H. Dodwell.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
W. L. Pattenden, Esq.

Chief Manager.
Hongkong—N. J. Stabb.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala Lumpur	S. Francisco
Calcutta	Shanghai	
Canton	London	Singapore
Colombo	Lyons	Sourabaya
Foochow	Malacca	Tientsin
Hankow	Manila	Tsingtao
Harbin	Nagasaki	Vladivostock
Iloilo	New York	Yokohama
	Peking	

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid) .	55,000,000
Reserve Fund	26,960,000
Capital Contributed by Chinese Government	**Kup. Tls. 3,500,000**
Reserve Fund	1,750,000

Head office: Petrograd.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad. Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Developement du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun	Hankow	O/Amur
(Kwan-chendze)	Harbin	Peking
	Hongkong	Shanghai
Chefoo	Manchouli	Tientsin
Dairen (Dalny)	Newchwang	Vladivostock
		Yokohama

Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels, and Dollars. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
Manager for Asia

The Bank Of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital $60,000,000.00
Paid-Up Capital..$12,279,800.00
Reserve Fund ... $1,298,522.60
Special Reserve Fund $1,898,983.68

Head Office: Peking.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dairy	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtao	Yangchow	Chungking

SHANGHAI BRANCH.
3 Hankow Road.

Loans granted on approved Securities. Local Bills discounted. Interests allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

Sung Han-chang,
Manager.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale Beligique
(THE BELGIAN BANK)

Paid-up Capital £2,000,000
Reserves £431,890

Head office: BRUSSELS
London: 2 Bishopsgate, E.C.2
Branches: Alexandria, Tantah, Cairo, Peking, Tientsin,
Agents:
New York: 31 Pine Street
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Societe Generale Belgique

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque Nationale de Credit.
Lyons: Banque Nationale de Credit.
Marseilles: Banque Nationale de Credit.
New York: Guaranty Trust Co. of New York.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager.

Hongkong & Shanghai Banking Corporation

SavingsBank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914. and October 31, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.

Agencies abroad; Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

The National Commercial Bank, Ltd.

Established 1907.
Paid-Up Capital ...$1,000,000.00
Reserve Fund 391,347.41

Head Office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Cen. 2650
General Office: Cen. 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

Shen Chu Hsu, Manager.
Shu Chin Mih, Sub-Manager.
C. C. Yang, Sub-Manager.

International Banking Corporation

Capital & Surplus U.S. $6,500,000
Undivided Profits U.S. $3,054,000

THE NATIONAL CITY BANK OF NEW YORK,
Sole Stockholders.

Head Office:
National City Bank Building,
55 WALL STREET, NEW YORK

London Office: 36 Bishopsgate E.C.
Lyons Office: 27 Place Tolozan
San Francisco Office:
232 Montgomery Street

Branches:

China	**Philippines**
Shanghai	Manila
Peking	Cebu
Tientsin	
Tsingtau	**Straits Settlements**
Hankow	Singapore
Hongkong	
Canton	**Colombia**
Manchuria	Medellin
Harbin	
India	**Dominican Republic**
Bombay	Santo Domingo
Calcutta	San Pedro de Macoris
Rangoon	Sanchez
Japan	Santiago
Yokohama	Puerto Plata
Kobe	
Java	**Panama**
Batavia	Panama
Soerabaya	Colon

BRANCHES OF THE NATIONAL CITY BANK OF NEW YORK

Argentina	**Cuba**
Buenos Aires	Artemiso
Once (Buenos Aires)	Bayamo
Rosario	Caibarien
	Camaguey
Brazil	Cardenas
Bahia	Ciego de Avila
Pernambuco	Cienfuegos
Porto Alegre	Cruces
Rio de Janeiro	Guantanamo
Santos	Havana
Sao Paulo	Manzanillo
	Matanzas
Chile	Pinar del Rio
Santiago	Placetas
Valparaiso	Remedios
	Sagua la Grande
Uruguay	Santa Clara
Montevideo	Santiago
	Sancti Spiritus
Venezuela	Union de Reyes
Caracas	Yaguajay
Maracaibo	
	Russia
Siberia	Moscow
Vladivostok	Petrograd
Italy	**Spain**
Genoa	Madrid
Porto Rico	**Trinidad**
San Juan	Port of Spain

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

H. C. GULLAND, *Manager.*
1a Kiukiang Road.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: Yokohama Japan.

	Yen
Capital Subscribed	100,000,000
" Paid up	61,000,000
Reserve Fund	Y.28,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd

Branches and Agencies

Batavia	Los Angeles	S. Francisco
Bombay	London	Seattle
Buenos Ayres	Lyons	Shanghai
	Manila	Shimonoseki
Calcutta	Mukden	Singapore
Chanchun	Nagasaki	Sourabaya
Dairy	Newchwang	Sydney
Hankow	New York	Tientsin
Harbin	Osaka	Tokio
Hongkong	Peking	Tsinanfu
Honolulu	Rangoon	Tsingtao
Kaiyuen	Rio de Janeiro	Vladivostock
Kobe		

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

Commercial Bank of China

Head Office: SHANGHAI

	Sh. Tls.
Subscribed Capital ...	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.

On deposits in Dollars according to arrangement.

H. G. MARSHALL.
Chief Manager.

Nederlandsche Handel Maatschappij

(Netherlands Trading Society.)

Established 1824.

Paid-up-Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 14,590,545 (about £1,215,879)
Special Reserves: Guilders 17,000,000 (about £1,416,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Penang
Bandoeng	Pontianak
Cheribon	Rangoon
Djember	Semarang
Djokjakarta	Singapore
Hongkong	Soerabaya
Kota-Radja	Soerakarta
Langsa	Tebing-Tinggi
Makassar	Tegal
Medan	Telok-Betoe
Padang	Tjilatjap
Palombang	Weltevreden
Pekalongan	

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

The Chekiang Industrial Bank, Ltd.

Established 1908.
Capital $1,000,000
Reserve Fund $50,000
Head Office, Branches & Agencies. Hangchow, Shanghai, Haimon, Lanchi.

Agencies at the principal Cities throughout China.

Foreign Agencies:—London, New York, Tokio, Yokohama, Osaka, Kobe, Hakodata, Seoul and Fusan.

SHANGHAI BRANCH
U 39 Peking Road.
Tel. No. C. 3145, Manager's Office.
Tel. No. C. 2147, General Office.

Every description of Banking and Exchange Business transacted.

Interest allowed on Current and Fixed Deposits in Taels, Dollars, Sterling, Gold Dollars and Yen according to arrangements.

Credits granted on approved securities.

Safe Deposit Boxes for rent on application.

SAVINGS DEPARTMENT
4% Compound Interest allowed on Savings Current Deposits.

Interest allowed on Savings Fixed Deposits according to arrangements.

Cheque-books or Savings Pass-books at Depositor's disposal.

Li Ming, *Manager.*
Chen Sin Tseng, *Sub-manager*
Zai Moh Zung, *Sub-manager.*

THE BANK OF CANTON, LIMITED.

Incorporated 1912

Capital (fully paid)	H.$2,000,000.00
Reserve Fund...	H.$ 400,000.00
Investment reserve fund ...	H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	S. Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital .. £1,500,000
Paid up Capital 750,000
Reserve Fund 700,000

Head Office, 15 Gracechurch Street, London, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Teal Current Accounts at 2 % per annum and Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager.
26 The Bund.

ASIA BANKING CORPORATION

An American Bank

Head Office—New York City
Head Office for the Far East, Shanghai, Corner Kiukiang and Kiangse Roads.

OTHER BRANCH OFFICES
Canton-Changsha-Hankow-Hongkong
Manila-Peking-Tientsin

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

PARK-UNION

FOREIGN BANKING CORPORATION

HEAD OFFICE: 56 Wall Street, New York
Fully Paid Capital and Surplus $2,250,000

Owned and controlled by

The National Park Bank, New York — Union Bank of Canada

We beg to announce the opening of a Branch in Shanghai in temporary quarters at

No. 1 KIUKIANG ROAD

BRANCHES

SAN FRANCISCO — SEATTLE
PARIS — YOKOHAMA

DIRECTORS

Richard Delafield	H. B. Shaw
Stuyvesant Fish	R. O. McCulloch
Gilbert G. Thorne	Stanley E. Elkin
Cornelius Vanderbilt	Stephen Haas
R. H. Williams	F. E. Kenaston
E. C. Hoyt	W. J. Dawson
A. P. Villa	F. L. Appleby
Sir Wm. Price	T. Fred Aspden

Charles A. Holder

THE SHANGHAI COMMERCIAL & SAVINGS BANK LTD.

9 Ningpo Road

Capital (registered).....	$1,000,000.00
Capital (paid-up)	655,900.00
Deposits (June 30, 1919).....	5,242,000.00

Branches and Agents in all principal cities of China.

Correspondents in London, Paris, New York, San Francisco, Chicago, Tokyo, Kobe and Osaka.

Your business is solicited.

K. P. CHEN,
General Manager.

MEN OF WAR IN PORT

Section	Date	From	Name	Flag and Rating
WTW			Snipe	Br. gun-boat
W.T.W.			Nightingale	Br. gun-boat
M.M.B.	Aug. 18		Wilmington	Am. gun-boat
P. & O. B.I.	Sep. 29		Bee	Br. gun-boat
1 C.	Oct. 2		Matsukaze	Jap. destroyer
2 C.	Oct. 26		Saga	Jap. gun-boat
1 C	Oct. 27		Yodo	Jap. gun-boat
S. Creek	Oct. 29		M.A.S. 226	Ital. sub-chaser
S. Creek	Oct. 29		M.A.S. 227	Ital. sub-chaser

Provisions Prices In Local Market

Prices quoted are in Mexican dollar cents at Hongkew Market compiled on November 4, 1919.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	,,	16-20
Pork	,,	25-30
Veal	,,	25-30
Fish		
Bream	per lb.	16-18
Cod	,,	16-18
Mandarin	,,	20-30
Mackerel	,,	20-30
Pomfret	,,	25-30
Salmon	,,	16-18
Samli	,,	40-60
Soles	,,	18-20
Whitebait	,,	none
Game, Poultry And Eggs		
Deer	each	$2.50-$3.00
Duck	,,	40-70
Hare	each	30-35
Eggs	per doz.	18-20
Fowl	per lb.	18-20
Geese	each	60-90
Pheasant	,,	45-55
Pigeons	,,	16-18
Quail	,,	12-14
Snipe	,,	12-14
Teal	,,	12-14
Turkey	per lb.	45-50
Woodcock	each	40-50
Wild Duck	,,	25-30
Wild Pigeons	,,	10-12
Fruit		
Apricots	per lb.	none
Apples	,,	15-20
Bananas	,,	5-6
Figs	per doz.	none
Lemons	each	5-6
Lichees	per lb.	none
Mangoes	each	none
Oranges	per lbs.	6-8
Peaches	per lb.	none
Pears	,,	10-15
Persimmons	,,	none
Peeboes	,,	none
Plums	,,	none
Pumeloes	each	15-20
Pineapples	,,	none
Strawberries	per lb.	none
Walnuts	,,	14-15
Vegetables		
Artichokes	per lb.	3-4
Asparagus	per doz.	none
Bread Beans	per lb.	4-5
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	none
Cabbage	each	3-5
Carrots	per bunch	2-3
Cauliflower	each	none
Celery	per bunch	8-10
Egg Plant	per lb.	10-12
French Beans	,,	4-5
Green Corn	each	2-3
Leeks	per bunch	2-3
Mushrooms	per lb.	30-40
Onions	,,	6-8
Parsnips	per bunch	3-4
Peas	per lb.	4-5
Potatoes	per picul	$3.20-$3.50
Spinach	per lb.	3-4
Tomatoes	,,	3-4
Turnips	per bunch	1-2
Grain And Flour		
Flour, American	per 50 lbs.	—
Flour, Australian	,,	$3.60
Flour, Shanghai	,,	$2.30
Rice	per 200 lbs.	$7.60
Milk		
Foreign dairies	per bottle	20
Chinese dairies	,,	17
Fuel		
House Coal	per ton	Tls. 19.00
Stove Coal	,,	Tls. 23.00
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 articles		$3.00-$4.00

E. KILNER,
Chief Inspector.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000
one-third of the Capital, i. e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotte.

Head Office
74, Rue St. Lazare, Paris.
Branches in Marseille, Vladivostock, Peking, Tientsin, Shanghai, Hongkong, Canton, Foochow, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana Credito Italiano

Taels, Dollars, Gold Accounts

Interest allowed on Current Accounts in Gold or Local Currency, and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

中華匯業銀行 Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1918.
Head Office: Tientsin.

Subscribed Capital .. $2,000,000
Paid-Up Capital $1,020,000
Reserve Fund .....$ 20,000

Managing Director:
T. CLARENCE SUN
Deputy Managing Director:
NIEH CHI-WEI

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang
Shanghai	Soochow	Changsha
Peking	Wusieh	Shansi
Hankow	Hangchow	Wuhu
Nanking	Ningpo	London
Yangchow	Shaoshing	New York
Hsuchow	Canton	S. Francisco
Pengpu	Hongkong	Boston
Changchun	Changteh	Tokio
Antung	Chengchow	Kobe
Kiukiang	Tsinkiangpu	Osaka
	Yokohama	

And also other principal cities in foreign countries.

SHANGHAI BRANCH,
S. 441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Account and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager,
T. D. Zar, Sub-Manager.

-:- -:- Financial And Commercial News -:- -:-

Cotton Market

Messrs. J. Spunt and Co. in their market report for the week state:

China Cotton.—The market may be set down as having been dullish throughout the week under review and prices ruling, with but very little variations, the same as during the previous period.

While the continued absence of demand from the large consumers, coupled with the existing high rates of exchange and the negligible speculative operations are apt to induce a depreciative tendency, however, the ever ascending rates in Mid-Americans, Indians and Sampin, coupled with the very sparse receipts from the interior marts have served in this instance to counterbalance an incipient retrogressiveness in the local market to the extent that it assumed at the close more of a steady undertone than otherwise.

Under these circumstances it is well to exercise extreme vigilance and carefully observe the trend of the market in order that immediate requirements be covered at favorable rates. Tone of the market, steady.

Messrs. A. B. Rosenfeld and Son report:

China Cotton.—The wide range in fluctuations of half a tael and the week ending at practically three quarters of a tael above the figure started with at the early part of the week, resulted in sympathy with the phenomenal rise in Mid-American and Sampin.

In the meantime, in consequence of the extreme stringency of "cash" money and the rise in "Silver and exchange," making exports almost impossible, the mills are biding their time. This, to our mind, will seriously impede the marketing of the crop, unless the up-country holders fall in with the existing conditions.

We, therefore, see no reason to change our view concerning an unwarranted advance in prices from the present outlook, and while it would be hazardous to predict any immediate abandonment of effort to force the market up again, we are of opinion that only temporary success will attend such operations.

Rubber Prices

Messrs. Meyer and Measor, Singapore report that the auctions this week showed prices of cents 95½ to 97 for Pale Crepe and cents 94 to 97½ for Smoked Sheet, the market having a rising tendency.

Messrs. R. N. Truman and Co. have received the following telegraphic report from their Singapore agents in connection with the last weekly report auctions held on November 5:

Average price realised:

No. 1 Smoked Sheet—$0.96½ per pound equivalent to 2s. 3½d. ex warehouse Singapore.

No. 1 Crepe—$0.96½ per pound equivalent to 2s. 3½d. ex warehouse Singapore.

Market firm offered 918 tons; sold 683 tons.

Silk Market

In their report dated November 7, Messrs. William Little and Co. write as follows:

White Silk.—There has been a small business doing for Europe at full rates.

Tsatlees.—Silver Double Elephant Tls. 590. Gold Killing Tls. 537½.

Tsatlee Filatures.—Crown, 1, 2, 3, Tls. 690 av. Gold Winding Mill, 1, 2, 3, Tls. 690 av. Buffalo, A. B. Tls. 680 av. Gold Dollars, 1, Tls. 635. Kung Kee Mars 1, Tls. 615-20.

Common New Style, Tls. 630.

Yellow Silk.—Mienyang, S. C. 1, 2, Tls. 432½, 412½.

Steam Filatures continue strong with Tls. 11.50 paid for Crack chops.

Tussah Filatures 8 coc.—A good business has been done in Best grades at Tls. 440-60 av. Medium Tls. 400 Market strong.

PARIS EXCHANGE

(French Wireless Service)

Paris, November 7.—(Via Lyons and Koukaza).—Exchange quotations:

Exchange Paris-London.. 37.39

French War Loans.

3 percent	60.05
4 percent 1917	71.50
4 percent 1918	71.20
5 percent	89.15

Exchange and Bullion

Shanghai, November 8, 1919.

Money and Bullion

Sovereigns: buying rate,
@ 6/7 = Tls. 3.0380
@ exch. 75 = Mex. $4.0507

Gold Dollars: Bank buying rate,
@ 138¼ = Tls. 72.33
@ exch. 75 = Mex. $96.44

Mex. Dollars: Market rate: 74.875

S'hai Gold Bars: 978 touch
Tls. 166

Copper Cash .. per tael 182.500

Native Interest ..... Tls. 13

Latest London Quotations

Bar Silver ..... 66⅜d.
Bank Rate of Discount 5%
Ex., Paris on London ..Fr. 36.37
Ex., New York on London T.T. G. $4.16½

Exchange Closing Quotations

London	T.T.	6/7
London	Demand	6/7¼
India	T.T.	322½
Paris	T.T.	1185
Paris	Demand	1188
New York	T.T.	138
New York	Demand	138¼
Hongkong	T.T.	67½
Japan	T.T.	36⅝
Batavia	T.T.	355½
Singapore	T.T.	35⅞

Bank's Buying Rates

London ..... Demand 6/8
London ....4 m/s. Cdts. 6/10½
London ... 4 m/s. Docy. 6/10¾
London ... 6 m/s. Cdts. 6/11¼
London ... 6 m/s. Docy. 6/11½
Paris ..... 4 m/s. 1300
New York ...o/d. Docy. 140
New York ..... 4 m/s. 146¾

ROUBLES EXCHANGE

Today's Bank Buying Rate For Roubles

Roubles 14,500 .... = Tls. 100
Roubles 100 ..... = Mex. 0.91

CUSTOMS HOUSE EXCHANGE RATES FOR NOVEMBER

Hk. Tls.	2.75	@	6/6¼ £1
,,	1	@	1173 Fr. 13.07
,,	0.66	@	136¼ Gold $1
,,	1	@	37 Yen 3.01
,,	1	@	15 Rupees 5.45
,,	1	@	1.50 Mex. $1.50
,,	1	@	— Roubles —

Stock Exchange

Transactions

Shanghai, November 8, 1919.

Official

Yangtszepoo Cotton Tls. 25.20
Tls. 25.25 December
Tls. 25.10 December
S'hai Cotton Tls. 310.00 Dec.
Ewo Cotton (ord.) Tls. 580.00 December
S. & H. Wharves Tls. 175.00 December
New Eng. Tls. 29.50
Tls. 29.00 December
S'hai Docks Tls. 128.00 Dec.
Ewo Cotton (Ord.) Tls. 600.00 December

Unofficial

S'hai Docks Tls. 128.00 Dec.

Sharebrokers' Association

Transactions

Shanghai, November 8, 1919.

Official

Docks (16 Share) Tls. 120.00 cash

Shanghai Produce & Stock Exchange

Transactions

Shanghai, November 8, 1919.

Shanghai P. & S. Exchange
Tls. 36.20 November
Tls. 37.30 December
Tls. 38.60 January

Japan-China S. & W. Co.
Tls. 39.70 November
Tls. 45.00 December
Tls. 46.70 January

Yangtszepoo Cotton Mill
Tls. 24.20 November
Tls. 25.10 December
Tls. 26.50 January

Local Yarn
Water Moon 16/20's
Tls. 232.00 December
Tls. 237.90 January
Tls. 238.50 February
Tls. 239.30 March
Tls. 240.00 April

Local Yarn for Standard
Tls. 228.00 November
Tls. 226.30 December
Tls. 232.50 February
Tls. 231.00 March

FRENCH MARKET

(French Wireless Service)

Paris, November 7.—(Via Lyons and Koukaza).—Market quotations:

Green peas Japan	185
Potato starch	165

Havre, November 6.

Cotton, First quality	515
Cotton, Second quality	502
Cotton, Third quality	473

Lyons, November 7.

Raw silk Cevennes	215
Italy	245
Syria	195
Japan	225
China	233/340
Canton	180

Share Market

Messrs. J. P. Bisset and Co. write as follows in their report dated November 7:

Share business during the past week has been brisk on the local exchange, interest almost entirely being centered in Cottons. Amongst Cottons the following show improved rates: Ewos' Tls. 460 to 515, Kung Yiks' Tls. 39 to 41, Laou Kung Mowa' Tls. 275 to 290, Orientals' Tls. 145 to 150. Other stocks remain steady at about last week's quotations.

Amusements

PALACE HOTEL
BANQUETTING ROOM
TONIGHT TONIGHT
at 9:15 p.m.

CONCERT
(In aid of the Jewish Poor of Shanghai)
The Celebrated Violonist
V. GRAFMAN
Assisted by the famous Jewish Actress,
Miss S. BUDKIN
(Recitations and Jewish Songs)
and
Miss DINA GRAFMAN, (Piano)
Admission $3.00
Booking at the PALACE HOTEL
26222

New Helen Theatre
Haining Road
PROGRAMME for
TONIGHT TONIGHT
"THE BULL'S EYE"
11th and 12th Episodes.
Most exciting, thrilling, enthralling and sensational incidents are shown in these four Reels.
ALSO SHOWING
Two Single Reels of Comedies
One Reel, Chaplin Comedy.

ISIS THEATRE
Corner of North Szechuen Road Extension and Jukong Road
(200 yards from Range Road)
Grand Chinese Performance by Leading Company of CANTONESE ACTRESSES
Daily, Afternoon and Evening
The Celebrated Actress
MISS LEE SHUEH FANG
Plays the Leading Role in Every Performance.
PERFORMANCE DE LUXE
"WHITE SNAKE DRAMA"
Complete Story in Two Acts.
SUNDAY EVENING (9 Nov.)
Synopsis of the Play translated into English, to be had from Saturday evening on application.
Admission: Dress Circle, $1.50, and $1.00.

The Russian Grand Opera Company
AT THE
OLYMPIC THEATRE
PERSONAL REPRESENTATION
L. FEODARAFF
LAST EIGHT PERFORMANCES
Matinee Today, Nov. 9th: "PAGLIACCI" and "CAVALLERIA RUSTICANA"
Tonight, Nov. 9th: "BORIS GODOUNOV" (M. Moussorgsky)
Monday, Nov. 10th: "FAUST"
Tuesday, Nov. 11th: (By Special Request) "THE JEWESS"
Wednesday, November 12th: (By Special Request) "MADAME BUTTERFLY"
Thursday, November 13th: (In Aid of the Russian Red Cross) "THE CZAR'S BRIDE"
Friday, November 14th: "GIOCORDA"
Saturday, November 15th: "TROVTORE"
Sunday (Matinee) November 16th: "ROMEO & JULIET"
Sunday (Evening) November 16th: Last Gala Performance. Selections from Popular Operas in which the Whole Company will take part.
Direction, A. STROK

Olympic Theatre
TONIGHT
November 9th
"Boris Godounov"
Usual Time: 9.15 p.m.
Booking at MOUTRIE'S.
Under the Direction of A. STROK

Towa Cinema Theatre
No. 4 Woochang Road
PROGRAMME for
TONIGHT TONIGHT
"The Girl from Frisco"
Episodes 9 and 10
"Cupid in a Hospital"
Charlie Chaplin Comedy
"View of Sea Shore"

Good Things to Eat and Drink
Short Orders a Specialty
THE TROCADERO
14 Astor Road Phone: North 1664

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SOLE OFFICIAL DEPOSITORY OF THE PHILIPPINE GOVERNMENT
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1, The Bund, Shanghai; Tel. C. 2741
J. W. MILLER Manager

LYCEUM THEATRE
Commencing Tuesday, November 18th at 9:15
EDGAR WARWICK'S NEW REVUSICAL COMEDY COMPANY IN
VANITY FAIR
A FEAST OF FARCICAL FUN AND FROLIC.
PLANS NOW OPEN AT MOUTRIE'S.

PROF. R. PANISO
With the 263 Key Accordian

CHARLES MARGELIS PRESENTS
AT THE
VICTORIA THEATRE
For November 9th and 10th
THE ALL STARS VAUDEVILLE CO.
AND
TWO WONDERFUL FILM MASTERPIECES
On November 9th and 10th
ANOTHER FIVE PARTS
SPECIAL FEATURE
"THE BOND BETWEEN"
MATINEE TODAY
On November 13th
BIG WRESTLING CONTEST
MATINEE: Sunday, Nov. 9th
SHOWING
"WILD ANIMALS"
FIVE REELS
A Special Film For Children

Beautiful, Dainty Amice Maynard in Classic, Oriental and Popular Dancing.

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A PEACE RISK.
Who is carrying your death risk?
Is it your family,
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A Life Assurance Office?
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10 Canton Road, Shanghai.

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TIENTSIN
Cable Address
ASTOR
The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.
Spacious and Luxurious Dining and Reception Rooms.
Fifty Bedrooms with private Baths and Toilets.
First Class Cuisine and Selected Cellar, under Foreign supervision.
Central Heating, Electric Light, Modern Sanitary Arrangements.
Hotel Motor-Omnibus and Porters meet all Trains and Boats.
THE MANAGEMENT.

LYCEUM THEATRE
A. D. C.
181st PRODUCTION.
"ANN"
A Sparkling Comedy in Three Acts.
BY
Leschmere Worrall
Wednesday, 12th November, 1919
Saturday, 15th November, 1919
at 9.15 p.m. Sharp
The Booking for the above two performances is now open at Messrs. Moutrie & Co., Ltd., Nanking Road.
By Order
Wm. ARMSTRONG
Business Manager.
26139

APOLLO THEATRE
TO-MORROW
NOVEMBER 10th and 11th
VÁLESKA SURATT
WILL PLAY A ROULETTE GAME
entitled
"THE NEW YORK PECOCK"
We have permission to play roulette for two nights only.
Don't lose this good opportunity; come to the Apollo to play with beautiful Miss V. Suratt. She is experienced and watching her play that game, you will learn much.
Don't be afraid to play at the Apollo. Sure you will win
because Our ROULETTE is as good and profitable for adults as for children and babies.
Come and try your luck. After a good GAME you will enjoy.
HAZOLD LLOYD in
"SWAT THE CROOK"
One real comedy
PATHE'S BRITISH AND AMERICAN GAZETTES
MATINEE: TO-DAY 3 p.m. NORMA TALMADGE in "THE DEVIL'S NEEDLE" 5 part Drama
TO-NIGHT 9.15 p.m. NORMA TALMADGE in "THE DEVIL'S NEEDLE" 5 part Drama

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. **Kiangyung**, Captain W. McIlwains, will leave on Sunday night. For Freight or Passage, apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Chungking**, Captain W. T. Roberts, will leave on **Sunday, November 9**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Str. **Kiangwah**, Captain J. McArthur, will leave on **Monday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Co.'s Steamer **Tachi Maru**, Captain S. Hosakawa, will be despatched from N.K.K. Pootung Wharf on **Monday, November 10**. For Freight and Passage, apply to **THE NISSHIN KISEN KAISHA**. No. 5 The Bund.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Kutwo**, Tons 2,664, Captain Gibb, will sail for the abovementioned ports from Hunt's Wharf on **Monday, November 10**, at about midnight. For Freight or Passage apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight, Passage, Tel. C. 241.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Tuckwo**, 3,770 Tons, Captain Campbell, will sail for the abovementioned ports from Hunt's Wharf on **Tuesday, November 11**, at about midnight. For Freight or Passage apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight, Passage, Tel. C. 241.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang**, Captain Carnaghan, will leave from the French Bund on **Tuesday, November 11**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS—The Co.'s Steamer **Yohyang Maru**, Captain Y. Ikeda, will be despatched from N.K.K. Pootung Wharf on **Tuesday, November 11**, at about 12 o'clock midnight, to **THE NISSHIN KISEN KAISHA**. For Freight and Passage apply No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Woosung**, Captain Newcomb, will leave from the French Bund on **Wednesday, Nov. 12**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS—The Co.'s Steamer **Siangyang Maru**, Captain J. A. Scott, will be despatched from N.Y.K. Mail Wharf on **Wednesday, Nov. 12**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**. No. 5 The Bund.

HANKOW & PORTS—The China Navigation Co.'s Steamer **Ngankin**, Captain Meathrel, will leave from the French Bund on **Thursday, Nov. 13**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Hwah Lee**, (Chartered) 1,151 Tons, Captain Lee, will sail for the above-mentioned ports from Hunts Wharf on **Thursday, November 13**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Telephone Central 241, Extension for Freight and Passage. Outside office Hours. Central 250.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Loongwo**, Captain Findelson, will sail for the above-mentioned ports from Hunt's Wharf on **Friday, November 14**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Telephone Central 241, Extension for Freight and Passage. Outside office Hours. Central 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Kiukiang**, Captain J. Peacock, will leave on **Friday, November 14**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

For Southern Ports

FOOCHOW.—The Str. **Hsinchi**, Captain E. Hansen, will leave on **Sunday** morning. For Freight or Pessage, apply to **C.M.S.N. Co.**

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Scott, R. N. R., will leave from the French Bund on **Monday, November 10**, at 4:30 p.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The Str. **Kiangteen**, Captain D. D. Ross, will leave on **Tuesday** afternoon at 4 p.m. For Freight or Passage, apply to **C.M.S.N. Co.**

TAKAO (FORMOSA) via FOOCHOW & KEELUNG.—The Str. **Kohoku Maru**, Captain M. Tsubaki, will be despatched from the Co.'s Yangtszepoo Wharf on **November 11**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Shantung**, Captain Monkman, will leave from the French Bund direct for the above ports on **Tuesday, November 11**, at noon. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Str. **Sunning**, Capt. W. Benson, will leave from the French Bund direct for the above ports on **Thursday, Nov. 13**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents Freight Tel. No. 77 Passage Tel. No. 401.

HONGKONG.—The Str. **Canada Maru**, Captain T. Nimoto, will be despatched from the Co.'s Yangtszepoo Wharf on **November 14**, at ——— The steam-launch conveying passengers on board will leave the Custom jetty at——— For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Tean**, Captain Wm. McDonald, will leave from the French Bund on **Saturday, November 15**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Northern Ports

TIENTSIN.—The China Navigation Co.'s Steamer **Ichang**, Captain E. L. Jones, will leave on **Sunday, November 9**, at 11 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

CHEFOO & NEWCHWANG.—The Str. **Kungping**, Captain C. Shepfurd, will leave on **Sunday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer **Shuntien**, Captain Northcombe, will leave from the French Bund on Sunday, November 9, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

CHINWANGTAO direct.—The Kailan Mining Administration, will despatch the following str. **Kaiping**, on **November 11**. For Passage, apply to Agent, 1 Jinkee Road, Tel. Central 1115.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer **Fengtien**, Captain McIntosh, will leave from the French Bund on **Tuesday, November 11**, at 3 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NEWCHWANG.—The China Navigation Co.'s Steamer **Wuhu**, Captain J. W. Harding, will leave on **Tuesday, November 11**, at noon. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

TIENTSIN & DAIREN.—The Steamer **Taito Maru**, Captain M. Takagi, will be despatched from the Co.'s Yangtszepoo Wharf on **November 13**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

TIENTSIN & DAIREN via TSINGTAU.—The Steamer **Keelung Maru**, Captain Y. Fukami, will be despatched from the Co.'s Yangtszepoo Wharf on **November 15**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

TSINGTAO.—The China Navigation Co.'s Steamer **Chenan**, Captain H. E. Laver, will leave from the Watung Wharf on **Saturday, November 15**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Foreign Ports

MARSEILLES, VIA SINGAPORE, COLOMBO & PORTSAID.—The Steamer **Indo Maru**, Captain S. Arai, will be despatched from the Co.'s No. 9 Buoy on **November 24**. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

LONDON, via HONGKONG, SINGAPORE, COLOMBO, PORTSAID, MARSEILLES, ANTWERP, ROTTERDAM & HAMBURG.—The Steamer **Alps Maru**, Captain T. Yamaguchi, will be despatched from the Co.'s No. 9 Buoy on December 6. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund Tel. Central No. 4234 and 4235.

HAMBURG & LONDON, via HONGKONG, SINGAPORE COLOMBO, PORT SAID, MARSEILLES, ANTWERP & ROTTERDAM.—The Steamer **Amur Maru**, Captain H. Hamada, will be despatched from the Shanghai Wharf in the middle of December. For Freight, please apply to **THE OSAKA SHOSON KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

TACOMA AND SEATTLE CALLING AT VICTORIA B. C. VIA NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, & YOKOHAMA.—The Osaka Shosen Kaisha's Str. **Mexico Maru**, Captain K. Komiya, will be despatched on **December 16**. Through Bills of Lading are granted for American ports and overland connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

Mail Notices

MAILS CLOSE

For U.S., Canada and Europe:
Per C.P.O.S. s.s. E. of Japan Nov. 22

For United Kingdom
Per N.Y.K. s.s. Yokohama Maru Nov. 9

For Japan
Per N.Y.K. s.s. Omi M. Nov. 11

MAILS DUE

From U.S. and Canada
Per C.M. s.s. China Nov. 10

From France
Per M.M. s.s. Sphinx ....Nov. 10

C. N. C.
CHINA NAVIGATION CO., LTD.
YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For **CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.**—S.S. **Woosung, Luenyi, Ngankin, Poyang, Tatung, Wuchang and Chungking.**—Sailing from the French Bund at midnight (except Chungking which sails from Pootung at midnight.) These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.
The steamers **Wuchang and Chungking** are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.
Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For **WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).**—S.S. **Tungchow, Fengtien, Shuntien and Shengking.**—Sailing from the French Bund.
Regular sailings every Tuesday and Saturday and every alternate Thursday.

For **AMOY, SWATOW, HONGKONG and CANTON.**—S.S. **Suiyang, Sunning, Sinkiang, Yingchow, Singan and Kaifong.**—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Phillippines and Australian ports will be advised upon application.
Regular sailings every Tuesday, Thursday and Sunday mornings.

For **NINGPO.**—S.S. **Hsin Peking.**—Sailing from the French Bund.
Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.
For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son. Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE
Agents, 21-22 French Bund.

Freight: Telephone Central 77.
Passage: Telephone Central 401.

O. S. K.
OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.)
Under Mail Contract with the Imperial Japanese Government
(Subject to Alteration)
SAILINGS FROM SHANGHAI

FOR HAMBURG and LONDON (Via Hongkong, Singapore, Colombo, Portsaid, Antwerp and Rotterdam.

	Tons	Capt.	Arrive	Leave.
*ALPS MARU	18,000	T. Yamaguchi,	Dec. 4	Dec. 6
*AMUR MARU	18,000	I. Hamada,	middle of Dec.	

FOR MARSEILLES Via Singapore, Colombo and Portsaid.

*INDO MARU	1,000	S. Arai,	Nov. 21	Nov. 24

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

*AFRICA MARU ...	12,000	H. Yamamoto,	Nov. 21	Nov. 22
*MEXICO MARU ...	12,000	K. Kamiya,	Dec. 15	Dec. 16

FOR HONGKONG

CANADA MARU	12,000	T. Nimoto,	Nov. 13	Nov. 14
MEXICO MARU	12,000	K. Kamiya,	Nov. 29	Nov. 30

FOR NORTH CHINA PORTS (Tientsin and Dairen).

TAITO MARU	3,000	M. Takagi,	Nov. 11	Nov. 13
KEELUNG MARU ..	3,000	Y. Fukami,	Nov. 13	Nov. 15

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

KOHOKU MARU ...	5,000	M. Tsubaki,	Nov. 9	Nov. 11

*Fully booked for passage.

The Company also runs numerous steamers from Japan to South America, South Africa, Austria, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

OSAKA SHOSEN KAISHA
O.S.K. Yangtszepoo Wharf, Wayside
Tel. Nos. East 208 and 209 Union Building, 4 The Bund
Tel. Address: SHOSEN, Shanghai. Tel. Nos. C. 4233, 4234 and 4235

P. & O., British India and Apcar Lines
(Companies incorporated in England)

FOR MARSEILLES AND LONDON
via HONGKONG, STRAITS, CEYLON, EGYPT
S.S. "NOVARA" leaving about 14th December
S.S. "KASHGAR" 22nd December

FOR BOMBAY via STRAITS AND COLOMBO
S.S. "DILWARA" leaves December 12

FOR CALCUTTA via JAPAN
S.S. "ARRATOON APCAR" 24th November

P. & O. and B.I.S.N. Co.'s tickets interchangeable.
Wireless Telegraphy fitted on all steamers.
All cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be altered or cancelled without notice.
For particulars regarding Freight or Passage, apply to

MACKINNON, MACKENZIE & CO.
AGENTS
24 The Bund, Shanghai
Telephones: Central 169 & 2069

CP OS

QUICKEST TIME ACROSS THE PACIFIC

S.S. EMPRESS OF JAPAN, November 22
Shanghai to Victoria-Vancouver

S. S. EMPRESS OF ASIA, November 29
Shanghai to Victoria - Vancouver

S.S. EMPRESS OF ASIA, November 15
Shanghai to Manila - Hongkong

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Correspondents Throughout the World.

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and other information apply to

Freight Office	Passenger Office
Cor. Peking and Yuen Ming Yuen Roads,	Palace Hotel 19 The Bund
Telephone Central 181	Telephone Central 182

CANADIAN PACIFIC OCEAN SERVICES

CANADIAN PACIFIC
OCEAN SERVICES LIMITED

TRANS-PACIFIC LINES

S. S. METHVEN
Will leave Shanghai on or about 19th, November
FOR
HONGKONG and SINGAPORE
For bills of lading, freight rates, etc., apply to
P. A. COX, Agent,
Cor. Peking and Yuenmingyuen Roads, Shanghai.
Tel. Central 181.
26200

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.
TRANS-PACIFIC FREIGHT SERVICE
BOSTON, NEW YORK via SUEZ
S.S. "WYTHEVILLE"
About December 1st
SEATTLE

S.S. "SEATTLE SPIRIT"	Sails	NOV. 12th
S.S. "WHEATLAND OF MONTANA"....	Middle	NOV.
S.S. "ENDICOTT"	Early	DEC.
S.S. "ELKTON"	Middle	DEC.

PORTLAND

S.S. "WABAN"	Early	DEC.

Through Bills of Lading issued to all United States and Canadian Overland Points.
FOR FREIGHT AND PARTICULARS APPLY TO
THE ADMIRAL LINE
53 SZECHUEN ROAD.
JOHN J. GORMAN, GENERAL AGENT
FRED C. CHARMAN AGENT.
Telegraphic Address—ADMIRALINE.
Telephone, Central 1471

JAMES MAGILL & Co.
Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
Telephone 1848 23, Szechuen Road

PACIFIC MAIL S.S. CO.
UNITED STATES SHIPPING BOARD
S. S. CADDOPEAK
About December 1st
CALCUTTA — MADRAS
via
Hongkong, Saigon, Singapore, Port Swettenham, Penang, Rangoon.
REGULAR FREIGHT SERVICE FROM SHANGHAI EVERY 10 DAYS.
PACIFIC MAIL S.S. CO.
Phone C. 5056 1B Nanking Road

T. K. K.
SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)
Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.
SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI.
FOR HONGKONG
KOREA MARU ..... November 22
FOR SAN FRANCISCO
KOREA MARU ..... December 5
TENYO MARU ..... December 21
All steamers of this Company are thoroughly modern and up to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance, Deck Dances. Service and Cuisine unexcelled.
Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY and CANADIAN PACIFIC OCEAN SERVICES, LD.
Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.
T. N. ALEXANDER, Manager.
North China Insurance Co.'s Buildings
Telephone No. 3229. Entrance 71 Szechuen Road.

STRUTHERS AND DIXON, INC.
OFFICES: San Francisco and Seattle, U.S.A.; Shanghai, China; Manila, P.I.; Kobe, Japan and Hongkong.
Operating the following Far Eastern services for account of the United States Shipping Board:
U.S.A. PACIFIC COAST—JAPAN, CHINA AND PHILIPPINES

INWARD	HOMEWARD
S.S. "ELKHORN" due Nov. 9th.	For San Francisco.
S.S. "BRAVECOUER" due Dec. 3rd.	S.S. "ELKHORN" Dec. 3rd.

also
"WEST CAJOOT", "WEST HELIX", "WEST HENSHAW", "WEST ISON", "WESTERN GLEN", "BAKERSFIELD", "BRAVECOEUR", "DEVOLENTE" "EDITOR", "STANLEY", "WEST CACTUS" "WEST SEGOVIA", "WEST ISLIP", "HATHAWAY", "VINITA".
arrivals to be announced later.
Through rates quoted and through B/L's issued to all overland points in U. S. and Canada.
SHANGHAI OFFICE: No. 7 JINKEE ROAD.
Tel. No. Central 2557.
L. EVERETT, Vice-President J. S. EMENS, Agent.

CHINA MAIL S.S. CO., LTD.
S.S. "NANKING" (15,000 TONS) S.S. "CHINA" (10,200 TONS)
S.S. "NILE" (11,000 TONS)
(SUBJECT TO CHANGE)
SAILINGS FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

S.S. "CHINA"	NOV.	25th
S.S. "NILE".	DEC.	23rd

*S.S. "NANKING" does not call at NAGASAKI

FOR HONGKONG DIRECT

S.S. "CHINA"	NOV.	10th
S.S. "NILE"	DEC.	10th
S.S. "NANKING"	JAN	3rd.

For further information regarding passenger fares, sailings, freight rates, etc., apply to
J. P. WILLIAMS, AGENT.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773 Cable Address: "CHIMAIL"

SHIPPING

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

EUROPEAN LINE MAIL SERVICE.

For Hongkong, Singapore, Penang, Colombo, Suez, Port Said, Marseilles and England:

	Tons	Capt.	
YOKOHAMA MARU	12,500	K. Okamoto,	Nov. 10
TAMBA MARU	12,500	K. Itsuno,	Nov. 24

EUROPEAN LINE AUXILIARY CARGO SERVICE.

For Portsaid, Marseilles, Liverpool via ports:

TSUSHIMA MARU	15,000	K. Teramoto,	Nov. 30
PENANG MARU	11,500	Later part of December	

For Portsaid, London, Antwerp via ports (May extend to Rotterdam and Hamburg according to cargo inducement).

TATSUNO MARU			
DURBAN MARU		T. Shirai,	Nov. 15
		Second half of December	

AMERICAN LINE

For Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington, Shanghai, Kobe and Osaka Line (Via Moji).

	Tons	Capt.	
KASHIMA MARU	19,000	M. Machida,	Nov. 30
FUSHIMI MARU	21,000	T. Irisawa,	Dec. 17

NEW YORK LINE Via PANAMA.

TOKIWA MARU	15,000	K. Shibuya,	Nov. 17
TOKUSHIMA MARU	15,000	Y. Okuno, about	Dec. 25

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

	Tons	Capt.	
KASUGA MARU	7,000	E. Takahashi,	Nov. 14
YAMASHIRO MARU	7,000	T. Terada,	Nov. 21
CHIKUGO MARU	5,500	Y. Yoshida,	Nov. 25

SHANGHAI, KOBE AND OSAKA LINE (Via Moji).

	Tons	Capt.	
OMI MARU	7,000	H. Yamamoto,	Nov. 12
KUMANO MARU	9,500	T. Sasaki,	Nov. 15
TAKESHIMA MARU	4,500	D. Awoshima,	Nov. 19
YAWATA MARU	7,000	H. Mojiri,	Nov. 22

FOR JAPAN

	Tons	Capt.	
MISHIMA MARU	16,000	S. Takano,	Nov. 10

FOR HONGKONG

	Tons	Capt.	
KASHIMA MARU	19,000	M. Machida,	Feb. 7

FOR MANILA AND HONGKONG

	Tons	Capt.	
KATORI MARU	19,000	E. Tozawa,	Dec. 31

AUSTRALIAN LINE (Sailing From Hongkong).

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

	Tons	Capt.	
AKI MARU	12,500	S. Shibata,	Nov. 19
TANGO MARU	14,000	M. Nishimura,	Dec. 24
NIKKO MARU	10,000	G. Yamazaki,	Middle of Jan.

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

November 1, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line		Mail 4.
20.35	8.35		0	dep. Peking arr.		
23.45	11.12			arr. Tientsin-Central dep.		19 50
23.50	11.17		84	dep. Tientsin-Central arr.		17.00
24.00	11.25			arr. Tientsin-East dep.		16.53
19.35			524	arr. Mukden dep.		16.45

Local 5.	Mail 3.	Exp. 1.		Tientsin-Pukow Line	Exp. 2.	Mail 4.	Local 6.
6.45	10.10	11.30	0	dep. Tientsin-East arr.	16.40	15.05	22.16
6.55	10.20	11.40	2.71	arr. Tientsin-Central dep.	16.30	14.55	22.06
7.25	10.40	11.55		dep. Tientsin-Central arr.	16.15	14.39	21.46
12.32	14.13	15.10	78	dep. Tsanghow dep.	13.21	11.21	16.38
18.35	17.15	17.56	148	dep. Techow dep.	10.45	8.39	11.56
22.28	20.05	20.21	220	arr. Tsinanfu dep.	8.06	5.50	8.20
7.							8.
8.00	20.55	20.31	—	dep. Tsinanfu arr.			18.40
11.14	23.20	22.31	266	arr. Tsinanfu dep.	7.56	5.30	15.54
14.17	1.24	0.34	318	dep. Yenchowfu dep.	6.01	3.15	12.23
14.42	1.52	0.49	—	dep. Yenchowfu arr.	3.49	0.35	11.58
18.33	4.54	3.16	377	dep. Linchang dep.	3.39	0.02	8.26
21.27	6.39	4.50	420	arr. Hsuchowfu dep.	1.20	21.24	5.20
9.					23.36	19.20	10.
7.25	7.00	4.57	—	dep. Hsuchowfu arr.			19.56
13.10	11.03	8.33	523	arr. Pengpu dep.	23.29	19.00	13.36
13.25	11.18	8.46	—	dep. Pengpu arr.	19.53	14.55	18.16
18.26	15.15	11.52	600	dep. Chuchow dep.	19.46	14.37	8.27
20.05	16.48	13.00	681	arr. Pukow dep.	16.45	10.50	6.40
					15.30	9.20	

N. Exp.	Exp.			Shanghai-Nanking Line	Exp.	N. Exp.
23.00	14.20	0	dep.	Nanking-Ferry arr.	14.15	6.50
7.00	21.00	193	arr.	Shanghai-North dep.	7.55	23.00

Yenchowfu-Tsiningchow Branch Line				Lincheng-Tsochuang Branch Line					
3.55	14.50	d. Yenchowfu a.	11.15	23.40	4.50	9.20	21.25	d. Lincheng a.	7.55	17.55	0.40
4.50	15.45	a. Tsiningchow d.	10.20	22.45	6.00	10.30	22.35	a. Tsochuang d.	6.45	16.45	23.30

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order

THE TRAFFIC MANAGER.

Tientsin, November, 1919.

Large Display Advertisements

intended for the Sunday issue of The China Press should be sent in before 5 p.m. on Friday

Shipping Items

The I-C. s.s. Koonshing is due in Shanghai from Tientsin, Chefoo and Weihaiwei today.

The I-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The C.M. s.s. Hsinfung left Hankow for Shanghai on Thursday.

The C.N. s.s. Poyang left Hankow for Shanghai on Thursday.

The N.Y.K. s.s. Yohyang Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Sunning left Hongkong for Shanghai on Thursday.

The C.N. s.s. Fengtien left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The S. & D. s.s. Elkhorn, which sailed from Seattle on October 4, is due to arrive in Shanghai today. The Elkhorn brings 1,000,000 feet of lumber and 1,400 tons of general cargo for local merchants.

The C.M. s.s. Kiangfoo left Hankow for Shanghai on Friday.

The C.N. s.s. Woosung left Hankow for Shanghai on Friday.

The N.K.K. s.s. Siangyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kianghsin left Hankow for Shanghai yesterday.

The N.K.K. s.s. Tachang Maru left Hankow for Shanghai yesterday.

The I-C. s.s. Kingsing is due in Shanghai from Tientsin, Chefoo and Weihaiwei next Wednesday.

The I-C. s.s. Hwahlee (chartered) will leave Hankow for Shanghai today.

The C.N. s.s. Ngankin will leave Hankow for Shanghai today.

The C.N. s.s. Chenan will leave Hongkong for Shanghai today.

The C.N. s.s. Tungchow will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The C.M. s.s. Hasan will leave Foochow for Shanghai today.

The N.Y.K. s.s. Mishima Maru, from London and ports, left Hongkong for Shanghai on Thursday and will dock at the Wayside Wharf about 2 o'clock this afternoon. The Mishima sails for Kobe on Monday.

The Blue Funnel s.s. Teucer, from Liverpool, left Singapore for Hongkong and Shanghai on Tuesday, November 4.

The Blue Funnel s.s. Eurylochus was expected to leave Kobe yesterday and is due to arrive in Shanghai via Miike next Tuesday.

The I-C. s.s. Loongwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Kiukiang will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Wuchang will leave Hankow for Shanghai on Tuesday.

The C.M. s.s. Hwahta will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Nanyang Maru will leave Hankow for Shangahi on Tuesday.

The C.N. s.s. Tean will leave Tsingtau for Sahnghai on Tuesday.

The C.N. s.s. Shengking will leave Tientsin for Chefoo, Weihaiwei and Shanghai on Tuesday.

The C.N. s.s. Suiyang will leave Hongkong for Shanghai on Tuesday.

The N.Y.K. s.s. Yokohama Maru arrived in Shanghai from Japan yesterday afternoon and will sail for London and ports tomorrow. The tender with outgoing passengers and mails will leave the Customs Jetty at 8:30 o'clock tomorrow morning.

The N.Y.K. s.s. Omi Maru left Moji on Friday and is due in Shanghai this afternoon. The Omi will dock at the N.Y.K. Wharf about 2 o'clock.

The K.M.A. s.s. Kaiping left Chinwangtao for Shanghai on Friday.

The S.M.R. s.s. Sakaki Maru is due in Shanghai from Dalny and Tsingtau tomorrow and sail for Dalny direct on Tuesday after noon. The passenger tender will leave the Customs Jetty at one o'clock.

The Blue Funnel s.s. Lycaon left Shanghai for Liverpool and ports yesterday morning.

The C.M. s.s. Nanking left Shanghai for Japan ports, Honolulu and San Francisco last night.

The P.M. s.s. Colombia sailed from Woosung for Japan ports, Honolulu and San Francisco last night.

The P.M. s.s. freighter West Sequana left Shanghai for San Francisco early yesterday morning.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, NOVEMBER 9, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg
TODAY							
S'tow, H'kong & C'ton	Hangsang	21.00	..	..	..	..	
Weihaiwei and Chefoo	Suntien	9.00	..	..	..	..	
W'wei, C'foo & T'tsin	do	..	..	..	..	..	
Swatow and Hongkong	Hangsang	..	9.00	..	..	..	
United Kingdom, via Suez	Y'hama M.	..	11.00	..	..	..	
River Ports	Train & Str.	..	‡17.00	..	..	..	
H'kong, Straits, S. Ports & Europe via Suez	Yokohama M.	16.30	..	..	..	..	
Hongkong	do	..	..	..	..	..	
Tientsin	Ichang	..	‡17.00	..	..	..	
Hongkong and Canton	Yokohama M.	16.30	9.30	..	..	..	
TOMORROW							
Vladivostock and Siberia	Via P. & H.	17.00	..	..	..	..	
River Ports	Train & Str.	21.00	..	..	..	..	
V'stok and Siberia via Pukow & Harbin (Daily expect Sunday)	Train	..	..	..	..	..	
Ningpo	Hsin Peking	..	15.00	..	17.00	..	
Tientsin	Train	..	17.00	..	..	..	
Hankow	Train	..	17.00	..	..	..	
Vladivostok	Train	..	17.00	..	..	..	
Tuesday, November 11.							
Hongkong and Canton	Shantung	11.00	..	..	..	..	
Hongkong	do	..	11.00	..	..	..	
Japan Ports	Omi Maru	19.00	17.00	..	..	..	
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	
River Ports	Train & Str.	21.00	..	..	..	..	
Weihaiwei and Chefoo	Fengtien	14.00	..	..	..	..	
W'wei, C'foo & T'tsin	do	..	14.00	..	..	..	
Wednesday, November 12.							
Weihaiwei and Chefoo	Koonshing	12.00	..	..	..	..	
W'wei, C'foo & T'tsin	do	..	12.00	..	..	..	
Amoy, H'kong & C'ton	Sunning	21.00	..	..	..	..	
Amoy and Hongkong	do	..	17.00	..	..	..	
U.S.A. & Europe via S.F.	S. Dollar	17.00	..	..	..	..	
Australia, via Hongkong	Sunning	..	17.00	..	..	..	
Friday, November 14.							
S'tow, H'kong & C'ton	Tean	21.00	..	..	..	..	
Swatow and Hongkong	do	..	17.00	..	..	..	

†Parcels only.

B Letters and boxes with declared value 7.30; parcel post 5 p.m. and money orders 4 p.m.

E Registered articles 5 p.m. on previous day.

The Chinese Post Office will close two mails daily for Tsingtao, Tientsin, Peking, etc.

a.—at 21 for S. N. R. 23 o'clock train

b.—at 7 for S. N. R. 7:55 o'clock train

Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous night's train.

Arrivals

Date	From	Ship's Name	Flag Agents
Nov. 8	Ningpo	Kiangteen	Chi. C.M.S.N. Co
Nov. 8	Seattle	Kashima Maru	Jap. N. Y. K.
Nov. 8		Ichang	Br. B. & S.
Nov. 8		Astra	Br.
Nov. 8	Japan	Daihakusan M.	Jap.
Nov. 8	Ningpo	Meinan	Am. Socony.
Nov. 8	Liverpool	Memnon	Br. B. & S.
Nov. 8	Seattle	Seattle Spirit	Am. A. Line
Nov. 8	Hongkong	Nanking	Am. C.M.S.S. Co.
Nov. 8	Hongkong	Colombia	Am. P.M.S.S. Co
Nov. 8	Japan	Yokohama M.	Jap. N.Y.K.
Nov. 8	River Ports	Kiangyung	Chi. C.M.S.N. Co.
Nov. 8	River Ports	Kiangwo	Br. J. M. & Co.
Nov. 8	River Ports	Kutwo	Br. J.M. & Co.
Nov. 8	River Ports	Tachi Maru	Jap. N. K. K.
Nov. 8	Japan	Banyei Maru 8	Jap. S. Shokai
Nov. 8	Hongkong	Melania	
		Kwangtah	Chi. C.M.S.N. Co.

Departures

Date	For	Ship's Name	Flag Agents
Nov. 8	River Ports	Suiwo	Br. J. M. & Co.
Nov. 8	River Ports	Luenyi	Br. B. & S.
Nov. 8	River Ports	Suiyang Maru	Jap. N.K.K.
Nov. 8	S'tow, H'kong, C'ton	Yingchow	Br. B. & S.
Nov. 8	Liverpool	Lycaon	Br. B. & S.
Nov. 8	Japan	Yawata Maru	Jap. N. Y. K.
Nov. 8	Tsingtau	Tean	Br. B. & S.
Nov. 8	Tientsin	Kumakata M.	Jap. O.S.K.
Nov. 8	Wuhu	Wencnow	Br. B. & S.
Nov. 8	San Francisco	West Sequana	Am. P.M.S.S. Co.
Nov. 8	San Francisco	Colombia	Am. P.M.S.S. Co.
Nov. 8	San Francisco	Nanking	Am. C.M.S.S. Co.
Nov. 8	Ningpo	Kiangteen	Chi. C.M.S.N. Co.

Information For Mariners

SUNDAY, NOVEMBER 9

High Water at Woosung Bar

(The day tides are higher than the night tides, they are about equal at 5 and 6 o'clock).

Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at springs 8 1/4 h; at neaps, 7 1/2 h.

A.M. Time	A.M. Range Ft.	A.M. Range In.	P.M. Time	P.M. Range Ft.	P.M. Range in.
H M			H M		
0 26	8	8	0 48	11	7

High Water at Tungshan Lightship

(The evening tides are higher than the morning tides).

Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M.		P.M.	
H	M	H	M
11	49		

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises	Moon Sets	Sun Rises	Sun Sets	Daylight	Dark
H M	H M	H M	H M	H M	H M
6 20 p.m.	7 28 a.m.	6 24	5 3	5 39	5 48

Mean Barometric Pressure at Shanghai

For October 30.23 in
768.0 mm.

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

Stock	Closing Quotations
Shanghai Wharf	Tls. 165 B.
Hongkong Wharf	Tls. 109 S.
Lands and Hotels	
Anglo-French Land	Tls. 67½
China Land	Tls. 50
Shanghai Land	Tls. 64
Weihaiwei Land	Tls. 3
S'hai Hotels Ltd. (ord.)	Tls. 15 B.
China Realty (ord.)	Tls. 68
China Realty (pref)	Tls. 50
Cotton Mills	
E-wo	Tls. 85
E-wo Pref	Tls. 535 B.
Laou-kung-mow	Tls. 290 B.
Oriental	Tls. 170 B.
Shanghai Cotton	Tls. 290 B.
Kungyik	Tls. 43 B.
Yangtszepoo	Tls. 24 B.
Yangtszepoo Pref.	Tls. 83
Industrials	
Butler Tiles	Tls. 25
China Sugar	$175 B.
Green Island	$7
Langkats	Tls. 19 S.
Major Bros	Tls. 5
S'hai Sumatra	Tls. 125
Stores	
Hall & Holtz	Tls. 12½ B.
Llewellyn	$30
Lane, Crawford	$88
Moutrie	$32
Watson	$6.10 B.
Weeks	$11¼
Rubbers (Local)	
Alma	Tls. 7
Amherst	Tls. 0.50
Anglo-Java	Tls. 8½ B.
Anglo-Dutch	Tls. 3 B.
Ayer Tawah	Tls. 21½ B.
Batu Anam 1918	Tls. 0.60 B.
Bukit Toh Alang	Tls. 1½ B.
Bute	Tls. 0.50 B.
Chemor United	Tls. 0.70 B.
Chempedak	Tls. 6
Cheng	Tls. 1½
Consolidated	Tls. 2¼ B.
Dominion	Tls. 6
Gula Kalumpong	Tls. 5½ S.
Java Consolidated	Tls. 11 B.
Kamunting	Tls. 3 B.
Kapala	Tls. 0.60
Kapayang	Tls. 9 B.
Karan	Tls. 8.10
Kota Bahroe	Tls. 4 B.
Kroewoek Java	Tls. 9¼
Padang	Tls. 8½ B.
Pengkalan Durian	Tls. 4
Permata	Tls. 2½
Repah	Tls. 0.60 B.
Samagaga	Tls. 0.75
Seekee	Tls. 1
Semambu	Tls. 0.80
Senawang	Tls. 8 S.
Shanghai Klebang	Tls. 0.50 B.
Shanghai Malay	Tls. 6
S'hai Malay pref.	Tls. 8½ B.
Shanghai Pahang	Tls. 1½
Sungala	Tls. 0.50 B.
Sungei Duri	Tls. 6 B.
Sua Manggis	Tls. 3 B.
S'hai Kalantan	Tls. 0.50
S'hai Seremban	Tls. 0.60
Taiping	Tls. 1
Tanah Merah	Tls. 0.50 B.
Tebong	Tls. 13¾
Ulobri	Tls. 2½
Ziangbe	Tls. 4 B.
Miscellaneous	
C. I & E. Lumber	Tls. 350 S.
Culty Dairy	Tls. 13
S'hai Elec. & Asb	$2
Shanghai Trams	Tls. 62 B.
Shanghai Gas	Tls. 19
Horse Bazaar	Tls. 40
Shanghai Mercury	Tls. 25
S'hai Telephone	Tls. 74½
S'hai Waterworks	Tls. 163¾

S. Sellers. Sa, Sales. B. Buyers

Benjamin and Potts, 8 Jinkee Rd.

Telephone No. Central 298

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Nov.	9 —	Seattle	Seattle Spirit	Am.	A Line
Nov.	10 —	San Francisco	Stanley Dollar	Br.	Dollar Co.
Nov.	12 —	San Francisco	West Harta	Am.	Dollar Co.
Nov.	14 —	Seattle	W. of Montana	Am.	A Line
Nov.	16 —	Portland	West Hartland	Am.	A Line
Nov.	17 —	New York	Tokiwa Maru	Jap.	N. Y. K.
Nov.	18 —	N. York via Panama	Eurylochus	Br.	B. & S.
Nov.	22 —	Vancouver	E. of Japan	Br.	C.P.O.S.
Nov.	25 —	San Francisco	China	Am.	C.M.S.S. Co.
Nov.	25 —	New York v. Suez	Slavic Prince	Br.	S. Tomes & Co.
Nov.	29 —	Vancouver	E. of Asia	Br.	C.P.O.S.
Nov.	30	Seattle, etc.	Kashima Maru	Jap.	N. Y. K.
Nov.	30 —	New York	Lowther Castle	Br.	D. & Co.
Nov.	—	New York v. Suez	C. of Newcastle	Br.	J.M. & Co.
Dec.	1 —	B'ton & N. York v. Suez	Wytheville	Am.	A. Line
Dec.	1 —	New York	Arna	Br.	J. M. & Co.
Dec.	3 —	Seattle	Endicott	Am.	A. Line
Dec.	3 —	San Francisco	Elkhorn	Am.	S. & Dix
Dec.	4 —	Portland	West Munham	Am.	A. Line
Dec.	4 —	Portland	Nishmaha	Am.	A Line
Dec.	5 —	San Francisco	Korea Maru	Jap.	T. K. K.
Dec.	5 —	San Francisco	Venezuela	Am.	P.M.S.S. Co.
Dec.	7 —	Vancouver	Melville Dollar	Br.	Dollar Co.
Dec.	17 —	Seattle	Fushimi Maru	Jap.	N.Y.K.
Dec.	17 —	New York	Knight Templar	Br.	B. & S.
Dec.	20 —	San Francisco	West Ira	Am.	Dollar Co.
Dec.	20 —	New York	M. S. Dollar	Br.	Dollar Co.
Dec.	20 —	San Francisco	West Hepburn	Am.	Dollar Co.
Dec.	20 —	New York	Egremont Castle	Br.	D. & Co.
Dec.	21 —	San Francisco	Tenyo Maru	Jap.	T.K.K.
Dec.	22 —	San Francisco	Nile	Am.	C.M.S.S. Co.
Dec.	25 —	New York	Tokushima M.	Jap.	N. Y. K.
Dec.	28 —	Vancouver	Harold Dollar	Br.	Dollar Co.
Dec.	30 —	San Francisco	Cadareita	Am.	Dollar Co.
Dec.	30 —	New York	Celtic Prince	La	S. Tomes
Jan.	3 —	Vancouver	E. of Japan	Br.	C.P.O.S.
Jan.	15 —	New York	Grace Dollar	Br.	Dollar Co.

FOR JAPAN PORTS

Nov.	10 —	Kobe	Mishima Maru	Jap.	N. Y. K.
Nov.	12 —	Moji, Kobe, Osaka	Omi Maru	Jap.	N.Y.K.
Nov.	14 —	N'saki, Kobe, Y'hama	Kasuga Maru	Jap.	N. Y. K.
Nov.	15 —	Moji, Kobe & Osaka	Kumano Maru	Jap.	N. Y. K.
Nov.	19 —	Moji, Kobe, Osaka	Takeshima M.	Jap.	N. Y. K.
Nov.	21 —	N'saki, Kobe, Y'hama	Yamashiro M.	Jap.	N.Y.K.
Nov.	25 —	N'saki, Kobe, Y'hama	Chikugo Maru	Jap.	N. Y. K.

FOR EUROPE, INDIA, STRAITS, ETC.

Nov.	— —	London	Bendoran	Br.	G. L. & Co.
Nov.	10 —	London	Carnarvonshire	Br.	G. L. E. A.
Nov.	10 —	London	Yokohama Maru	Jap.	N.Y.K.
Nov.	11 —	London	Glenade	Br.	G. L. E. A.
Nov.	15 —	London	Tatsuno Maru	Jap.	N. Y. K.
Nov.	15 —	Trieste	C. of Melbourne	Br.	J. M. & Co.
Nov.	17 —	Trieste, Marseilles	Nippon	Ital.	D. & Co.
Nov.	19 —	Singapore	Scotland Maru	Jap.	M. M. Cie.
Nov.	20 —	Marseilles	Methven	Br.	C.P.O.S.
Nov.	20 —	London	Yonan Maru	Jap.	M. M. Cie.
Nov.	22 —	London	Rhesus	Br.	B. & S.
Nov.	23 —	Liverpool	Cardiganshire	Br.	G. L. E. A.
Nov.	24 —	London	Teucer	Br.	B. & S.
Nov.	24 —	Marseilles	Tamba Maru	Jap.	N. Y. K.
Nov.	24 —	Calcutta	Inco Maru	Jap.	O. S. K.
Nov.	25 —	London	Arracoon Apcar	Br.	M.M. & Co.
Nov.	30 —	Liverpool	Carmarthenshire	Br.	G. L. E. A.
Dec.	3 —	London	Tsushima Maru	Jap.	N. Y. K.
Dec.	6 —	London	Kalomo	Br.	J.M. & Co.
Dec.	12 —	Bombay	Alps Maru	Jap.	O. S. K.
Dec.	14 —	London	Dilwara	Br.	M.M. & Co.
Dec.	22 —	Marseilles, London	Novara	Br.	P.&O.S.N. Co.
			Kashgar	Br.	M.M. & Co.

FOR SOUTHERN PORTS

Nov.	9 —	Hongkong	Kashima Maru	Jap.	N. Y. K.
Nov.	9 noon	S'tow, H'kong, C'ton	Hangsang	Br.	J. M. & Co.
Nov.	9 —	Foochow	Hsinchi	Chi.	C.M.S.N. Co.
Nov.	10 4.30	Ningpo	Hsin Peking	Br.	B. & S.
Nov.	10 4.30	Ningpo	Hsin Ningshao	Chi.	N.S.S.N. Co.
Nov.	10 —	Hongkong	China	Am.	C.M.S.S. Co.
Nov.	11 4.00	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Nov.	11 noon	Hongkong, Canton	Shantung	Chi.	C.M.S.N. Co.
Nov.	13 D.L.	Amoy, H'kong, C'ton	Sunning	Br.	B. & S.
Nov.	14 —	Hongkong	Canada Maru	Br.	B. & S.
Nov.	15 D.L.	S'tow, H'kong, C'ton	Tean	Jap.	O. S. K.
Nov.	15 —	Manila, Hongkong	E. of Asia	Br.	B. & S.
Nov.	19 —	Manila, Hongkong	Venezuela	Br.	C.P.O.S.
Nov.	22 —	Hongkong	Korea Maru	Am.	P.M.S.S. Co
				Jap.	T. K. K.

FOR NORTHERN PORTS

Nov.	9 10.00*	W'wei, C'foo, T'tsin	Shuntien	Br.	B. & S.
Nov.	9 —	Chefoo, Newchwang	Kungping	Chi.	C.M.S.N. Co.
Nov.	9 11.00*	Tientsin	Ichang	Br.	B. & S.
Nov.	11 1.00	W'wei, C'foo, T'tsin	Koonshing	Br.	J. M. & Co.
Nov.	11 noon	Newchwang	Wuhu	Br.	B. & S.
Nov.	11 1.00*	Dairen	Sakaki Maru	Jap.	S. M. R.
Nov.	11 —	Chanwangtao	Kaiping	Br.	K.M.A.
Nov.	13 3.00	W'wei, C'foo, T'tsin	Fengtien	Br.	B. & S.
Nov.	14 3.00	Tsingtau, Dairen	Kobe Maru	Jap.	S.M.R.
Nov.	15 D.L.	Tsingtau	Chenan	Br.	B. & S.

FOR RIVER PORTS

Nov.	9	M.N. Hankow, etc.	Chungking	Br.	B. & S.
Nov.	9	M.N. Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
Nov.	10	M.N. Hankow, etc.	Tachi Maru	Jap.	N. K. K.
Nov.	10	M.N. Hankow, etc.	Kutwo	Br.	J.M. & Co.
Nov.	10	M.N. Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
Nov.	11	M.N. Hankow, etc.	Hsinfung	Chi.	C.M.S.N. Co.
Nov.	11	M.N. Hankow, etc.	Poyang	Br.	B. & S.
Nov.	11	M.N. Hankow, etc.	Tuckwo	Br.	J. M. & Co.
Nov.	12	M.N. Hankow, etc.	Yohyang Maru	Jap.	N. K. K.
Nov.	12	M.N. Hankow, etc.	Kiangfoo	Chi.	C.M.S.N. Co.
Nov.	12	M.N. Hankow, etc.	Woosung	Br.	B. & S.
Nov.	13	M.N. Hankow, etc.	Siangyang Maru	Jap.	N. K. K.
Nov.	13	M.N. Hankow, etc.	Ngankin	Br.	B. & S.
Nov.	13	M.N. Hankow, etc.	Hwahlee	Chi.	J.M. & Co.
Nov.	14	M.N. Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
Nov.	14	M.N. Hankow, etc.	Kiukiang	Br.	B. & S.
Nov.	16	M.N. Hankow, etc.	Loongwo	Br.	J. M. & Co.
			Hwahta	Chi.	C.M.S.N. Co.

*A.M. M.N.—MID NIGHT. D.L.—DAYLIGHT

VESSELS IN HARBOR AND AT WOOSUNG

Date	From	Ship's Name	Flag	Agents
Aug. 10	Tsingtau	Ralph Moller	Br.	M. & Co.
Aug. 26		Talten Maru	Jap.	
Sep. 17	Swatow	Chinpu		
Oct. 7		Shansi	Br.	B. & S.
Oct. 16	San Francico	Anamba		
Oct. 18	Cruise	West Hepburn	Am.	Dollar Co.
Oct. 22	Japan	Likin	Chi.	Customs
Oct. 24		Senzan Maru	Jap.	S. Shokai
Oct. 25	Wenchow	Unda	Br.	A.P. Co.
Oct. 28	River ports	Yungshin	Chi.	N.S.S.N. Co.
Oct. 30	Japan	Tatung	Br.	B. & S.
Oct. 30	Cruise	Yugao Maru	Jap.	
Nov. 2		Yonan Maru	Jap.	
Nov. 2		Chuentiao	Chi.	Customs
Nov. 2	Japan	Arasaz	Br.	
Nov. 2	River ports	Omatsu Maru	Jap.	Kaiyoshi
Nov. 2		Taifoo Maru	Jap.	N. K. K.
Nov. 3	Foochow	Nancy Moller	Br.	M. & Co.
Nov. 3	Japan	Ningshin	Chi.	S.P.S.N. Co.
Nov. 3	Cruise	Italy Maru	Jap.	M.M. Cie.
Nov. 4		Store Nordiske	Dan.	G. N. T. Co.
Nov. 4	Japan	Sylvan Arrow	Br.	A.P. Co.
Nov. 4	London	Glenade	Br.	G.L.E.A.
Nov. 5	Hankow	Carnarvonshire	Br.	G.L.E.S.
Nov. 5		Hanping	Chi.	H. Y. P.
Nov. 6	Japan	Hinglee	Chi.	W. & Co.
Nov. 6

Business and Official Notices

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

ESTABLISHED 1874 — TELEPHONE CENTRAL 455

L. MOORE & Co. LIMITED

AUCTIONEERS : VALUERS : LAND BROKERS
48 KIANGSE ROAD SHANGHAI

AUCTION INDEX

MONDAY, November 10th.—Household Furniture and Sundries at Salesroom at 10 a.m.

THURSDAY, November 13th.—Household Furniture and effects at Salesroom at 10 a.m.

FRIDAY, November 14th.—Rare and Valuable Books, Engravings and Postage Stamps in Salesroom at 2.30 p.m.

MONDAY, November 17th.—Important Land for Sale in Route de Say Zoong, in Salesroom at 4. p.m.

THURSDAY, November 27th.—Household Furniture at 21 Rue de Soeurs.

Conseil D'Administration Municipale de la Concession Francaise de Changhai

Emprunt Municipal de 1911 (Obligations à 6%)

Aucune opération de transfert ne sera enregistrée du 17 au 30 Novembre inclus.

Par ordre,
Le Secrétaire du Conseil,
P. LEGENDRE.

FRENCH MUNICIPAL COUNCIL

Municipal Loan of 1911 (6% Debentures)

Transfer books for the above loan will be closed from 17th to 30th November, both days inclusive.

By order,
P. LEGENDRE,
Secretary.
26272

THE LARGEST
DIAMOND
IN SHANGHAI
(about 18 carats)
FOR SALE

Apply to Box 322,
THE CHINA PRESS.
26259

THE NATURAL MILK FOOD

LACTOGEN

FOR Children and Invalids

For Infants.—Lactogen is the safest and most satisfactory substitute for Mothers' Milk with which it is identical in composition, nutrition and digestibility.

For Invalids.—Lactogen is so pure, so nourishing, and so easily digested that it always gives satisfaction.

For Growing Boys and Girls.—Lactogen is an invaluable food

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

In ½lb., 1 lb. and 3 lbs. tins.

Geddes & Co., Ltd.
Agents.
Tel. C. 346 5 Peking Road.

Business and Official Notices are Continued on Page 21

Shanghai Race Club

Autumn Race Meeting, 1919. ing, 1919.
TO-MORROW
First Day, Leger Day, Monday, 10th November

The Races will commence at 11:30 a.m. Prompt To-morrow.

The First Bell after Tiffin will be rung at 2 p.m. Prompt.

Race Badges giving admission to the unreserved part of the Enclosure may be obtained at the Gate or from Messrs. Kelly & Walsh, Ltd.

Prices—
For the Four Race Days. $6 each
Single Day Badges .... $2 each

The Tiffin Interval will be After The Third Race.

Tiffins and Refreshments will be served at the Course.

For Members & Grand Stand Ticket Holders—In the Coffee Room.

For the Public—In the Public Refreshment Rooms.

Race Tickets and Badges Must Be Worn Visibly.

The Public Band and The Carlton Jazz Orchestra will Render Popular Music During The Afternoon.

By Order of the Stewards,
A. W. OLSEN,
Secretary,
Shanghai Race Club.
26278

Shanghai Race Club

AUTUMN RACE MEETING, 1919

NOTICE

Only Bank-notes issued by the following Banks in Shanghai will be accepted at this Race Meeting:—

Chartered Bank of India, Australia, and China.
Bank of China (Shanghai New Issue only).
Bank of Communications (Shanghai New Issue only).
Bank of Taiwan.
Banque Belge Pour l'Etranger.
Banque de l'Indo-Chine.
Banque Industrielle de Chine.
Commercial Bank of China.
Hongkong & Shanghai Bank.
International Banking Corporation.
Mercantile Bank of India.
Netherlands Trading Society (Nederlandsche Handel-Maatschappij).
Ningpo Commercial Bank.
Russo-Asiatic Bank.
Yokohama Specie Bank.
Bank of Canton.

By Order of the Stewards,
A. W. OLSEN,
Secretary, Shanghai Race Club.
26263

COAL SUPPLIES

All kinds of coal, coke, etc., supplied at moderate prices. All orders promptly attended to. For further particulars, quotations and order books, please apply to

M. J. Master & Co.
No. 9 Hankow Road.
26254

The Consul General for Italy will be glad to receive Italian residents and friends on the 11th., instant from 10 to 11.30 a.m., on the occasion of the birthday of H. M. Vittorio Emanuele III.

G. de ROSSI.

Shanghai, 8th November, 1919.
26261

FOOCHOW—The Ningshin S.S. Co's. Steamer

"NINGSHIN"

Captain J. Augestad, will leave from the Ningshao Wharf, Chinese Bund, Nantao, on Tuesday the 12th November, at about 9:00 p.m. Passage money, Shanghai to Foochow, $30 single and $48 return. For freight or passage apply to the San Peh S. N. Co., Ltd., No. 16a Peking Road.
26277

Russia Offers

Great Opportunities in the near future

Learn Russian.
Classes Organised
by
S. D. DAVIDOVICH
at the
Russian Assembly, 10 Kungping R'd.

For particulars, please apply between 5:30 p.m. and 7:30 p.m. or write to C.P.O. Box No. 104.
26236.

LOMBIO
CURES
PILES
Prickly Heat, Eczema, and all Skin Troubles.

LOMBIO gives immediate relief from the intolerable itching, irritation and pain, stops bleeding, draw out the heat from the inflamed tissues and effects a permanent cure.

To be obtained from local agent

Shanghai Dispensary
24 Foochow Road, Shanghai

Sole Proprietors:
LOMBIO COMPANY,
15, New St. Bishopsgate, London, E.C.

New stock has now arrived

The North China Insurance Co., Ltd.

NOTICE TO SHAREHOLDERS.

The Sixteenth Ordinary General Meeting of Shareholders will be held at the Head Office, Shanghai, on Tuesday, the 18th November 1919, at 4:30 p.m., for presentation of the Report of the Directors and Accounts to 30th June last.

The Transfer Books will be closed from 7th to 18th November, both days inclusive.

By order of the
Court of Directors,
H. C. SIMMS,
Secretary & General Manager.
Shanghai, 4th November, 1919.
26178

FOR BRITISH AND AMERICAN

METALS, HARDWARE & SUNDRIES

PHONE OR WRITE TO

W. Z. ZEE & SONS

BROADWAY-SHANGHAI PHONE: NORTH 1468

IT'S GOOD CARBON IF IT'S "COLUMBIA"

Rainbow, Standard-weight, - makes 4 copies
Kohinoor, Light-weight, - „ 8 „
Rattlesnake, Superior - - „ 12 „

From $2.50 per box (100 sheets)—Special Price in 10 box lots and coupon books

TYPEWRITER RIBBONS (All makes) $1.50

Special Price in dozen lots or coupon books

THE OFFICE APPLIANCE CO.

SPECIALISTS IN OFFICE EQUIPMENT

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22 Nanking Road, Shanghai
Phone: Central 4778

Stewart Motor-Driven WARNING SIGNAL

Not an "electric horn" with only a common vibrator, but a WARNING SIGNAL with a REAL MOTOR and a big push button that can be operated by the slightest touch of the hand, arm,

Distributors and Service Station for China of Stewart Products

The Shanghai Horse Bazaar & Motor Co., Ltd.

CHIROPRACTIC

CHIROPRACTIC (KI-RO-PRAK-TIK) is a scientific method of removing the cause of disease (acute or chronic) without the aid of drugs, surgery, or appliances. The science of Chiropractic is based upon a correct knowledge of brain, spine, spinal cord and nerves emanating therefrom.

If others failed to relieve you, why remain sick and suffer!

Try Chiropractic Spinal Adjustment and get well

Dr. P. S. Kawaguchi, D.C., Ph.,C. Chiropractor
Graduate of Palmer School of Chiropractic,
(Chiropractic Fountain Head) U. S. A.
Office: 71 Szechuen Road
(on the same floor as Toyo Kisen Kaisha or Oriental Steamship Co.)
OFFICE HOURS:
9 to 12 a.m., 2 to 5 p.m. Except Sundays. Send for booklet.
Licentiate of States of North Dakota, Washington, U.S.A. and also Japan.
Complete X-Ray Laboratory for Spinograph work now established.
Main Office: 51 Main St., Yokohama, Japan. 26271

BONDHOLDERS OF I.S.S. PREMIUM BONDS

In that Saturday, November 15th, is a Race Holiday

THE MONTHLY DRAWING

Will take place Monday, November 17th at 2 p.m. At The Head Office, Avenue Edouard VII.

Bondholders and Friends Invited to Attend

INTERNATIONAL SAVINGS SOCIETY
Head Office: 5 Avenue Edouard VII, Shanghai.

OFFICES, ETC., TO LET

TO rent four rooms godown space, also one small office. Canton Road. Telephone No. C. 2304.
26207

SHOP with flat to let, situated on Nanking Road near the Edward Ezra Building. Apply to Box 319, THE CHINA PRESS.
26255 N. 13

STORE to let, best location in foreign district in Nanking Road, with long lease and moderate rate of rent. Apply to Box 314, THE CHINA PRESS.
26247 N. 19

TWO first floor rooms to let at 51a Kiangse Road suitable for offices. Apply International Advertising Agency, 51a Kiangse Road.
26264 N 11

OFFICES to let, 6 Foochow Road, ground floor, four very large rooms with godowns; also have to let several suites of offices, from one to four rooms, in other buildings Central district, near this office. Apply J. T. Hammond, 51 Szechuen Road.
26136

MISCELLANEOUS

TRANSLATIONS from English to Chinese, or vice versa, undertaken by specialists. Work efficient, charges reasonable. Please apply Employment Dept, local Y.M.C.A.
26129 N.8

HOUSES WANTED

WANTED, furnished or unfurnished house or flat of five to ten rooms, preferably near Central district. Apply to Box 327, THE CHINA PRESS.
26270 N. 12

WANTED by married couple (without children), flat or small house of three or four rooms, with bathroom and kitchen; near trams. Apply to Box 312, THE CHINA PRESS.
26245 N. 9

HOUSES TO LET

TO LET, a large six-roomed house in the Wayside district, fully furnished, low rental. Furniture and fittings must be taken over. Apply to Box 324, THE CHINA PRESS.
26267 N. 12

TO LET, 20 Robinson Road, excellent ten-roomed residence with garage, facing Park. Rent only Taels 90. Apply premises or J. T. Hammond, 51 Szechuen Road.
26137

APARTMENTS WANTED

WANTED, house of two bedrooms, bath and living rooms, furnished or unfurnished, for occupancy December 1st. Rent must be reasonable. Apply to Box 323, THE CHINA PRESS.
26260 N. 9

Prof. J. K. Seto
Turkish Bath and Massage Establishment
Corner of Nanking and Szechuen Roads.
Tel. North 2768

BARBOUR'S
LINEN THREADS
TWINES AND NETS
For Prices
Apply to your Import Merchant

CODE BOOK

BENTLEY'S COMPLETE PHRASE CODE
(NEW EDITION)
Former Price $25.00
Present Sale Price for ONE WEEK ONLY $20.00
For Sale at
CHOW TZU KONG BOOKSTORE
周聚康兩書社
111 Szechuen Road, Shanghai.
26150

APARTMENTS

Connaught House
8 Quinsan Gardens.
Board. Residence.
Apply
Mrs. Pollock.

TO LET, with board, large comfortable newly furnished flat, with private bathroom. Excellent cuisine, telephone, garage. Apply to Box 223, THE CHINA PRESS.

Oriental House
31 Boone Road.

Two large rooms, one front, one back, also one small room, facing garden. Hot water with bath attached. Moderate prices. Table under the personal supervision of the American proprietress. Telephone North 1102.
26221

TO LET, nice furnished room with bathroom attached. Full board, garage. 304 Avenue Joffre
26276 N. 12

TO LET, half floor on Kiukiang Road, containing three fair sized rooms. Apply to Box 321, THE CHINA PRESS.
26258 N. 11

TO LET, on Range Road, flats with verandah, bathroom, kitchen, lights and water. Apply to Box 281, THE CHINA PRESS.
26229

TO LET, well-furnished rooms with bathroom and verandah, in Avenue Joffre (French family), with board convenient to trams. Apply to Box 275, THE CHINA PRESS.
26171 N.9

SITUATIONS VACANT

PROOFREADER wanted. One who has had experience in making estimates and as foreman preferred. State salary required experience and nationality. Apply to Box 329, THE CHINA PRESS

WANTED by large American firm first class stenographer. Apply to Box 331, THE CHINA PRESS.
26276 N. 17

WANTED An English speaking Chinese Mechanical Draughtsman with experience in large engineering works, one having served his time in large railway, mining or shipbuilding shops preferred Send full particulars of previous experience and references to Box 330, THE CHINA PRESS.
26275 N. 12

LEARN MORE—EARN MORE: Don't waste time regretting lack of training. Make up for deficiency by studying in your spare time. The I.C.S. will provide you with thorough training in Mathematics, Preparatory and High School subjects, General English subjects, etc. Ask us to send you Catalog. Office 15a, International Correspondence Schools, 11c Nanking Road

MARINERS—WANTED you to know that you can qualify for promotion with I.C.S. training. Many officers in Far East qualified for examinations through I.C.S. Courses in Navigation, Marine Engineering, Marine Gas Engineering, Surveying, etc. Frequent change of address no obstacle. We teach wherever the mails reach. Write for Catalog. Office 15a, International Correspondence Schools, 11c Nanking Road.

WANTED immediately, lady as companion or teachor in missionary family. Good salary. Interior station. Apply in person 166 Dixwell Road, Monday or Tuesday morning.
26266 N. 11

LADY'S MAID WANTED. Good salary to capable person. Apply to Box 313, THE CHINA PRESS
26246 N. 11

WANTED, thoroughly capable and competent stenographer. Apply to Box 308, THE CHINA PRESS.
26235 N. 11

SITUATIONS WANTED

COMPRADORESHIP wanted by an experienced Chinese, with knowledge of import and export business well acquainted with all dealers Can give security if required Apply to Box 296, THE CHINA PRESS.
26215 N.9

Amusement Advertising will be found on Page 19

SITUATIONS WANTED

РУССКАЯ Дама окончившая полный курсъ гимназій желаетъ получить мѣсто въ Русской конторѣ, знаетъ пишущую машину. Предложенія, адр. The China Press, Box 285.
26204 N.11

FOREIGNER, speaking six languages, good knowledge of import and export business, experienced salesman, reliable accountant and bookkeeper, seeks any position. First-class references. Apply to Box 328, THE CHINA PRESS.
26270 N. 12

YOUNG foreigner, 32 years old, having good references, seeks position in any capacity. Has a thorough knowledge of auto business. Speaks English, French, German, Polish and Russian. Outport no objection. Apply to Box 315, THE CHINA PRESS.
29248 N. 11

THOROUGHLY capable and competent stenographer seeks position. Speed 130-50; moderate salary. Apply to Box 316, THE CHINA PRESS.
26249 N. 15

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A YOUNG MAN (25), with seven years' bookkeeping experience, speaking several Chinese dialects, seeks a position as general office assistant in an American import and export firm. Please address to Box 307, THE CHINA PRESS.
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To Make Our Earth A Dynamo

Science Considers the Possibility of Meeting the Worldwide Peril of Our Fast Dwindling Fuel Sources of Energy by Tapping the Inexhaustible Reservoir of Electricity Through Which We Spin

(Written Especially for This Magazine)
By H. Gernsback,
Editor Electrical Experimenter and Radio Amateur News.

WE often hear the expression that the earth is nothing but a huge dynamo, and science proves conclusively that this is indeed a fact.

In the real electric dynamo there are two essential elements—the magnetic field and the armature. As a rule the field is stationary, while the armature revolves. In the sun and earth we have the same two elements, viz., the earth rotates while the field is produced by the electro-magnetic radiation of the sun. As in the real dynamo, the earth cuts through a field of force produced by the radiation of the sun, just as the armature of a dynamo cuts through the magnetic flux produced by the stationary field.

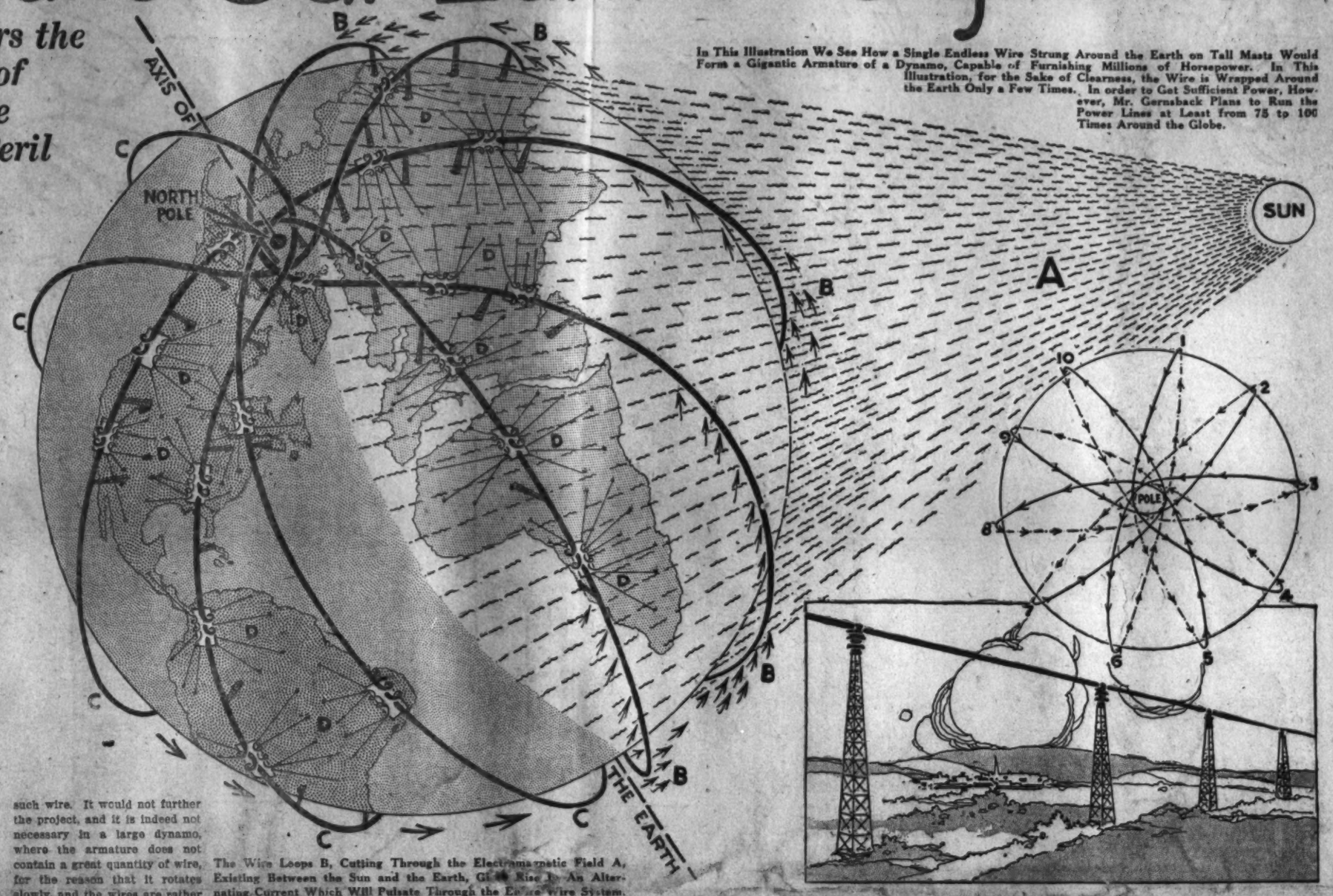
The field created by the sun is of extraordinary power when it is remembered that every square foot of the earth receives not less than 200-horsepower per square foot on the portion on which the sun shines. Every time the sun goes through one of its sun-spot cycles the effect is plainly noted on the earth by the creation of tremendous magnetic storms which often put our telegraph and telephone lines, as well as cables, out of commission for hours, while the surge in these metallic lines amounts often to as high as 500 volts.

All this conclusively proves that the sun creates a tremendous electro-magnetic field, giving rise to a titanic amount of power. If we only knew how to tap that prodigous force we could not only run all our trains, steamships and factories by means of this electrical power, but every home could turn it to our own benefit, be it for lighting, heating or cooking purposes. Moreover, such power would be absolutely free, as it costs nothing to produce it.

How are we to tap this force? Already Faraday, over one hundred years ago, conducted experiments how to utilize this electrical force created by the sun's electro-magnetic stream hurled earthward, and his historical experiments prove conclusively that not only is the earth a vast armature, but it was possible to extract electrical currents from this "armature."

There is to-day a means available whereby we can tap the electric current produced by the sun, and while this may appear fantastic at present, there is no telling that such a scheme may come into use at a future date when we have exhausted our coal and oil deposits, and when we are driven to tap the natural forces which nature so generously bestowed upon us, and which our crass stupidity and ignorance prevents us from using now.

Imitating the armature of a dynamo, all we need to do is to run wires parallel to the terrestrial meridians covering the earth with a network of wire. Nor need this network be very large nor very extended. It does not mean that we have to cover every inch of the earth's surface with such wire. It would not further the project, and it is indeed not necessary in a large dynamo, where the armature does not contain a great quantity of wire, for the reason that it rotates slowly, and the wires are rather heavy. In a dynamo, if correctly constructed, only a certain amount of wire is required, which, as long as it cuts through the magnetic flux, gives us the required amount of power, even though the armature makes but few revolutions per minute.



In This Illustration We See How a Single Endless Wire Strung Around the Earth on Tall Masts Would Form a Gigantic Armature of a Dynamo, Capable of Furnishing Millions of Horsepower. In This Illustration, for the Sake of Clearness, the Wire is Wrapped Around the Earth Only a Few Times. In order to Get Sufficient Power, However, Mr. Gernsback Plans to Run the Power Lines at Least from 75 to 100 Times Around the Globe.

The Wire Loops B, Cutting Through the Electromagnetic Field A, Existing Between the Sun and the Earth, Give Rise To An Alternating Current Which Will Pulsate Through the Entire Wire System. The Electrical Energy Is Taken Off at Convenient Point D, Where the High Voltage Is Stepped Down Through Transformers. The Current Is Then Distributed Over the Surrounding Country for Heating, Lighting and Power.

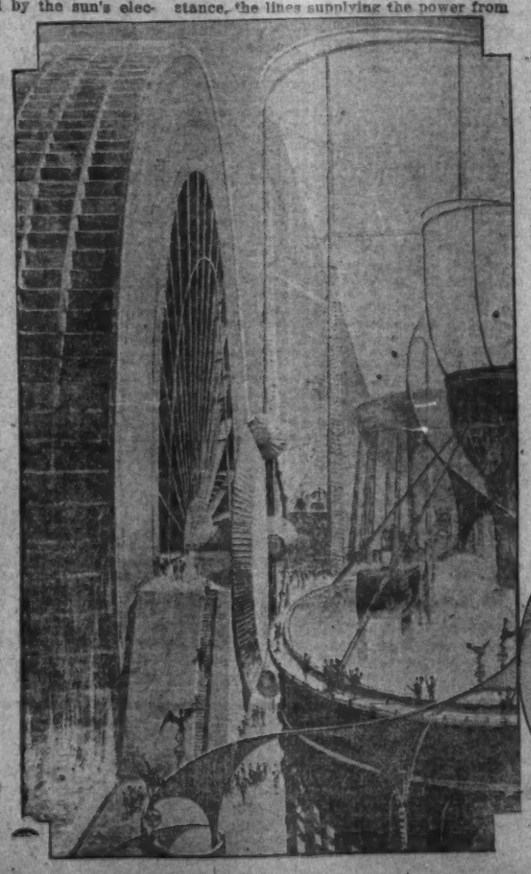
How the Suggested Wiring of the Earth Would Appear to an Observer in Space Looking Down Upon the North Pole. The Diagram Directly Above Shows One of the Distributing Cables Erected Upon Latticed Towers Surmounted by Numerous Insulators.

The same case holds true of the "earth-armature." All we need to do is to wrap or wind a single wire about 250 times around the earth, paralleling the meridians north and south, distributing these wires all over the globe. These 250 full turns of wire will give us 500 "strands" distributed over the two hemispheres. Nor need these wires, for reasons which will be explained presently, be enormous cables. Wires not larger than about one inch in diameter or even one-half inch can be used. These could be run on the usual steel poles mounted on high tension insulators. They would run overland, crossing streams, etc., precisely as do our present day high tension lines, such as, for instance, the lines supplying the power from Niagara Falls, which power runs the street cars of Syracuse, several hundred miles away.

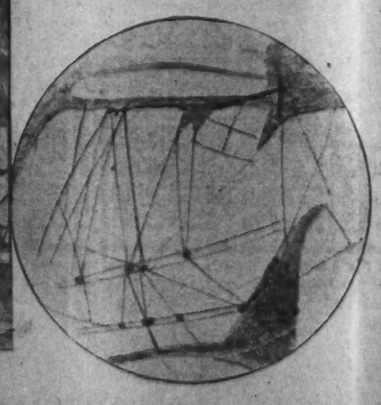
These cable lines would, of course, span rivers and would run straight over mountain ridges, or, if this were not feasible, they could use existing railroad tunnels. It would not be necessary to run these wires absolutely north and south, and if it was required to curve around, let us say, Lake Michigan, and make a detour of several hundred miles, this would not decrease the efficiency of the armature in the least, as long as the general direction was north and south.

The most difficult engineering feature would be when we come to the Arctic Ocean, which it would be necessary to bridge. Here it would be advisable to encase the cables into heavy rubber in order to insulate them from the ocean. This would be the most difficult feature of the entire project for the following reasons:

The minute you encase a conductor into an insulator, be it rubber or other insulation, that cable becomes a condenser. If too much voltage is used in this cable the latter, due to the surges of the current, will puncture, as happened to the trans-Atlantic telegraph cables when they were first laid. One cable after another became punctured and new cables had to be laid with better insulation. However, science has several means to overcome this trouble, and it would certainly not be unsurmountable, providing the necessary funds were forthcoming to promote the project.



A Photograph of the Planet Mars Showing the Peculiar Canal Markings Which It Is Suggested Are Really Evidences of Manipulation of Electrical Force on Lines Described in This Article, and a Famous French Artist's Idea of Electrical Transforming Machinery on Mars.



Now, after we have encircled the earth with this network of cables, it will be a very simple matter to tap the current. We do not need any commutators, because we do not want direct current, anyway.

The "earth-armature" will produce alternating current, the voltage all depending upon the thickness and length of the cable. If we use a very stout wire the voltage will be comparatively low. If we use a thin wire the voltage will become so high that it will be a difficult matter to insulate the line at all. If, on the other hand, we make the cable too thick, it becomes too unwieldy and the cost enormous, so we will have to choose a happy medium found by actual experiments. It now becomes a very simple problem to tap the current. At certain points of the earth the cables will run into power houses, where they will be wrapped around huge iron cores, then running on again north or south. The section of the line coiled around the iron core now becomes part of an immense transformer. On the other side of the core we place a similar winding, using a heavier wire, and we now have a transformer which steps the high tension alternating current down to a point where it can be used without danger. There should be only a few, not more than three, power houses on any one single line for the full length of the terrestrial wire running from pole to pole. If we have too many such "taps" we introduce what electricians call a "choke," and such chokes are not desirable.

It should be remembered that a tremendous power could be obtained from each power house, which could then be used as a distributing centre of power for a radius of a thousand miles.

It is interesting to note that this "earth-armature" forms what you might call a uni-polar dynamo. In other words, there are not two fields as in the usual dynamo. The reason is that the sun shines only on one-half of the earth at any given moment, and consequently the efficiency of the "sun-earth armature" is greatly reduced, but on account of the huge size of the terrestrial armature we need not be concerned about the loss of efficiency. We will have enough power to spare, and as we run the wire continuously without end, thus encompassing the globe, we will derive thereby certain benefits. For one thing, we will get power while it is night as well as during the day. The reason, of course, is that as the wire is continuous, running around the poles from the dark side to the light side, there must of necessity be current in each wire strand no matter over what part of the globe it runs just as in the real armature, where there is current in every strand of the wire no matter what the position of the armature itself.

It is impossible here to state how much power such a system would net us. We do not know the exact length of our cable nor do we know how many strands we could use. Neither do we know as a certainty just how powerful the solar flux is which our wires will cut. But that we can obtain a tremendous power from such a system is positive. It certainly will be large enough to take care of all humanity's wants. It is simply an engineering proposition, and we have the means available to-day to carry out this scheme, fantastic as it may appear at present.

Right here the writer wishes to make an interesting reflection, which may shed new light on the mysteries of the Martian canals.

As is well known the oceans on Mars have dried out aeons ago, and the only water now available is that from the poles. The fact that the Martian canals exist is no longer doubted, even by the most religious astronomer. Furthermore, the remarkable fact of the Martian canals is that the great majority of them run north and south, bringing the water from the north or south, depending upon the season. In one season the waters run south, climb up over the equator and run north. The same thing occurs the next season in a reverse manner. No one doubts to-day that these canals are parts of an enormous irrigation system which supplies water to the desert inlands. We do not see the actual canals, but the straight lines which we see are simply evidences of vegetation on each side of the banks of the canal which have their origin in the water of these very canals.

This explanation has never been seriously doubted, but the hard nut to crack was, how is it possible for the waters in the Martian canals to run up hill contrary to all experience that we know on earth?

Would it not be possible for the Martians to use their canals exactly as in the scheme outlined for the "earth-armature" above? It makes no difference in an armature if we have it wound full wire or whether we use a rubber hose filled with a conductive liquid, such as salt water.

In other words, is it not possible that the Martians use these canals not only to bring the waters into the deserts but to tap the sun's power as well? The network of the Martian canals running north and south would make such a scheme extraordinarily feasible. If the waters coming from the polar region are not already saline it would be a simple matter for the Martians by means of their salt deposits to fill the canals with salt, and this would not have to be done every day either, for the reason that on subsequent evaporation the salt would not be lost, but would simply crystalize out and remain in the form of salt crystals at the bottom of the canals. During the flooding of the next season this water would become saline again.

Being that these canals are very wide and probably deep, the current thus generated would be of a low voltage and thus very little current would be lost through the ground itself. Furthermore, the desert sands through which these canals run make a pretty good insulator, so very little current would be lost.

An objection comes to the mind immediately as to this theory. If the water were saline it could not possibly be used for irrigation purposes, some one will argue. How does the earth derive its water and rains? Due to the evaporation of our oceans by the sun, of course. Just the same condition prevails on Mars. The waters of the canal are evaporated during the daytime to a certain extent, and during the night dew or rain is deposited along the side of the canals. This already has been suspected by Professor W. H. Pickering. So it fits in very well with this theory.

Now, as to the water running up-hill which has puzzled so many minds. If these canals filled with salt water carry electrical currents, as we know they must under the circumstances, this current will push along the water.

This can be readily proved by a simple experiment with the Lippman electroscope which detects subtle electrical influences. A glass tube is thinned out to a fine point. It dips into a solution of sulphuric acid. If we fill the tube partly with a colored solution of sulphuric acid and now apply an infinitesimally small current we find that the column in the tube rises. If produced on a larger scale the same obviously must hold true. In other words, given a certain current density in the Martian canals, it seems reasonable from this experiment to conclude that the waters would readily move several miles per hour, as they now actually do. This would seem a plausible explanation how the waters on Mars run up-hill, at the same time performing work for the Martians.

It should also be remembered that on Mars one hundred pounds of water only weighs thirty-five pounds, and the power to move a given column on Mars therefore would be only 35 per cent of that necessary on this planet. Then, too, the atmospheric pressure on Mars, due to the rarefied air, is very low, therefore all moving masses on Mars can be pushed along with far less energy than on earth.

Autumn Evening Gowns by Lady Duff Gordon

Another Quartette Material Gown. Fringe Is Used in the Adornment of the Front Panel

A Stately Dinner Gown of Velvet in One Tone. The Train Has Two Points. Contrast and Richness Are Added by a Sable Scarf

An Elaborate Gown Composed of the Quartette of Materials—Lace, Striped Chiffon, Silk and Fur

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, write each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon
("Lucile")

THE presence of fur is one of the distinguishing marks of the Autumn evening gowns. The draped skirt is another. The trend toward horizontal trimmings is a third. In a sentence, the new season seems disposed to favor the tall and slender type rather than the petite style or the roly-poly woman, compensation for whose aspect she finds in hearing an occasional allusion to her "voluptuousness."

The large right-hand figure is a triumph in the combination of four building materials—silk, lace, chiffon and fur. Over a dainty slip composed of chiffon with insets of lace and bordered by a narrow ruffle of lace, is worn a draped and modified kimono. It is modified as to the drapery at the sides, the fur band outlining the hips and the metallic embroidery which forms the girdle. Nor does it meet in front as the stereotyped kimono. Its front is outlined by metallic embroidery on either side. At the bust line a large silver ornament, with fringed ends confines it. The short sleeves are banded with borders of fur. The narrow rolling collar of the chiffon has a narrow facing of the fur.

The large middle figure is of velvet, gracefully draped at the high waist line. It is a one-color costume of mirror velvet. The sleeves are of the modified kimono variety. The train is finished in two points. Contrast and richness are added by the scarf of sable.

The small upper left-hand figure is an elaborate creation in which lace, net, silk and fur are lavishly used. The overdress of sheer net depends from shoulder straps of the net. The bodice of lace is cut very low, the decolettage being outlined by a full border of lace and a band of dark fur. Attached to the short, low bodice an inch above the normal waist line is a skirt composed of flounces of lace. Four of these flounces are disclosed in front, showing a fringed edge and having borders of fur.

Quaint Bracelets Are In Vogue

New York, September 21.—As each season changes we find new fads creeping in to match the general changes in the real modes. For instance since Paris persists in sending us the short sleeve the bracelet is very much in evidence these days.

From the French capital have recently arrived some interesting bracelets of jade, tortoise shell, ivory and celluloids, all intricately and beautifully carved to reproduce some favored charm, god or luck piece. As these carved bracelets are of different colors it is possible to match any gown. With sleeves well above the elbow of course even a thing as small as a bracelet helps a little to free us from consciousness of elbows without their first soft charm of youth.

The quaint little short glove of our grandmothers' day, topped with its frill of lace, is back again and those of us who have wide bands of gold, the sort of bracelet our grandmothers wore, may get them out with pride and wear them, nor care how wide the golden band may be.

To return for a moment to the first mentioned bracelets, in considering a fad such as this it is just as well to remember that it is a passing fancy and invest in these newer things of less expense rather than in gold or silver, which cost twice as much but will be worn no longer. If the bracelets really were of jade and tortoise shell and such costly stuff of course few could buy them, but by good fortune the fabric of which they are fashioned is really clever imitation.

The old Roman bracelets of gold or silver are being worn again. The museums and art galleries are being searched by those eager to find old models which can be made into new armlets now that this fad is "on," so to speak. None is lovelier than the Etruscan gold. Many of these ancient golden circlets do not meet entirely but have an open space between the ends through which the arm is exposed. As the bracelet is pushed well up on the arm it will stay in place in spite of this opening.

The Indian bracelets of beaten silver are lovely, and these alone seem permitted the jewels the others forego. Only in this wide silver band, also with the open circle, just one stone is used, and that is large, preferably of a semi-precious native stone, such as rosequartz, turquoise, garnet or some other stone less precious than the mines in other parts of the world send over.

For younger girls black velvet ribbon circlets tipped with a tiny flower, such as a sweetheart rose or a forget-me-not, are really lovely and suggest the days of hoop skirts and powder and patches. These velvet circlets are worn at the wrist at just the right angle and are piquant and lovely.

Because we are having such a vogue of fringe it is being made of everything and used in every way. The latest development also just from Paris, is seen in some lovely shopping bags of satin covered entirely with row after row of beaded loops placed one above the other in fringe fashion. The bags are pouched shaped, lined with rich and heavy satin and fitted with a beaded change purse. Satin strings draw them up and slip over the wrist, bracelet fashion. The beads of one color entirely are very lovely indeed; not less so, however, are those of two shades of color, as, for instance, brown and sand color, light and dark blue and green of a deep leaf tone alternating with a paler mignonette.

The beaded bag still holds its own in spite of the long sway it has had. Velvet and silk are used also, but nothing supplants the popularity of the beaded beauties.

In the place of the tiny vanity bags of satin filled with lace, set with a mirror and swinging its silken cords from one's arm, the newest little trifles of this sort are longer and about an inch wide and are to be carried in the hand for evening affairs, rather than to be swung at the elbow or wrist. These lovely little things are made of the most exquisite brocaded satins or velvets and some, too, are of metal in imitation of gold or silver, while others are of the silver or gold metal tissue.

Inside the tiny treasure there is just space for a little mirror, two flat cakes of fine powder and the infinitesimally small powder puff. We are so shameless these days in the application of our complexions—or rather should I say so frank?—that it is rare one sees a woman without her vanity box, however small. These little trifles just described are charming bridge prizes now that that pastime is being revived.

Cutting As Few Pieces As Possible

This season clothes have taken to masquerading. Suits have various modes of camouflage which make them appear like dresses, while frocks look like coats. Coats, too, are not content with being themselves and have turned into garments that are half coat and the other half cape.

Full length rippling coats have swaying cloaks swinging from a deep yoke depth in the front and the neckline in the back. These, topped by plumed hats, are reminiscent of the dress worn by cavaliers of old. There are dresses, too, with old-fashioned looking capes gathered to the neckline at the back and completed by round hoods.

It may be the scarcity of workers or perhaps it is the designers' desire to do something new and ingenious that has changed the mode of cutting clothes. Now they are made in as few pieces as possible. Very often a dress or even a coat is cut in one piece; few are in more than two pieces.

THE QUALITIES FRANCE HAS LONG RECOGNISED

Coatlike frocks, such as these, give their wearers a trim, well dressed appearance, and for that reason they will be exceedingly popular. This type of costume for years has been dear to the heart of the smartly dressed French woman, who long has recognised its desirable qualities. Now it is being universally adopted by American women who so long have been stanch adherents of the tailor-made suit for street wear.

Each season, however, sees a further departure from the suit. We have come to see with our Parisian sisters that we are never well dressed in a blouse and skirt after removing the jacket of a suit. In one of these new coat dresses, which will take the place of either a suit or a lightweight topcoat this autumn, one may shop in the morning, lunch, take tea and even dine with the feeling of being well gowned.

A TWO PIECE DRESS THAT IS LIKE A COAT

A dress that is made after the manner of a coat is shown in today's sketch. Although it appears complicated it is cut in only two pieces. The material is taupe colored silk duvetyn. The flowing sleeves, which are merely caught by a stitch under the arm and not joined in a regular seam, are cut in one piece with the back, which forms a full length panel as well as a little cape and side tunics. These are attached to the front portion by means of a shirred heading, thus giving the fashionable fulness and flare over the hips.

To be entirely in the mode, this costume is ornamented with embroidery, for everything features some mode of trimming more or less elaborate, embroidery and fur being given the preference.

To obtain designs for their embroideries, couturiers have turned to the Japanese, Byzantine and Egyptian arts; most of them can be traced to Oriental influence. There is a change in the threads as well as the designs. New-fashioned embroidery threads that adorned the dolmans of our the chenille strands like those that adorned the do lmans of our great-grandmothers' days.

PRODIGAL IN COLOR AND IN EMBROIDERY

The coat at the right of the page is an excellent example of the prodigal way in which embroidery is employed, as well as an illustration of the brilliancy of coloring which will mark our dress for evening functions. Like street coats and dresses, this wrap does some thing novel in the way of design by being made in one piece and having only one armhole. There is no fastening. The arm of the wearer slips through this side opening, permitting the hand to serve in lieu of buttons in keeping the coat closed.

The material used is velvet—that old-fashioned brilliant shade known as turkey red, and the embroidery which covers the back is in threads of red and gold, among which mingle tiny jet beads. Black lynx forms a large shawl collar, and red silk fringe edges the bottom of the winglike sides. The winglike portion closely resembles the new treatment used on the sides of the skirts.

THE SHORT AND THE LONG SLEEVES HAVE COMPROMISE

There has been a great deal of discussion as to what extent the American woman would wear the short flowing sleeve so much seen in all French frocks. This question appears to have been decided for the moment by a compromise between the short, flowing sleeve and the long, tight one. For instance, frocks have sleeves that are short and flowing and these are supplemented by very long, tight undersleeves that button snugly about the wrists. This mode of dealing with sleeves has given rise to an unusual sleeve which fits closely at both top and bottom, but flares half way between the elbow and wrist.

Coats of the new tailleurs are much longer than those of last year. Many of them are three-quarter length, although often they are even longer than this. They have a decided waistline, with the sides of the coats rippling. Fulness does not appear in the back. No matter how baring the sides may be the back of the jacket must be without fulness.

Russian blouses formed of crepe meteor and ribbons take the place of the smock for young girls this autumn. The ribbon trimming is employed in the form of pipings, bindings or simply set on in panel effect to hang in loose loops like the model shown in the sketch.

FOR THOSE WHO LOOK FOR DURABLE CLOTHES

This choice of meteor as a blouse material is extremely practical and one that cannot fail to find favor with those who are looking for durable clothes. Brown a nd raspberry shares are seen in these new waists and especially attractive are those of brown. Mahogany color also has a place, but it is doubtful if it will become popular, as it is not a universally becoming shade. The short sleeve, which ends just above the elbow or merely covers it, is preferred for these over-blouses, the necks of which are high in the back but show a rounded opening at the front.

Bright colored crepe de chine also is used as a fabric from which to evolve some of our newest blouses. For many years the crepe de chine waist has been a favorite for sports. It was selected to take a place in this part of the wardrobe because of its excellent lauhdering qualities, and then the fact that it did not crumple easily was one worthy of consideration.

These blouses, to be worn on the golf links or tennis court, were made in severely tailored fashion, although some of them were ornamented by narrow fluted ruffles. Now the crepe de chine blouse has come out of the realm of sports clothes and taken unto itself embroidery done in threads of chenille.

Perhaps it is the use of so much duvetyn just now that suggested to blouse makers the idea of making waists from chamois skin, or they may be the outcome of the French couturieres' choice of kid as a material from which to make dresses, coats and suits, as well as hats. A great deal of leather is seen everywhere. Leather thongs are pleated to form insertion for duvetyn dresses.

ALL'S WELL THAT ENDS WELL.

A FANCY DRESS FRIENDSHIP.

"I WISH," said Helen, as she gave her hair a final pat, "that I could get hold of a really decent costume for tomorrow night. This Jazz affair is getting dreadfully tired. And every other girl in the room is wearing its twin sister."

A pretty rose-and-grey Pierette who was adjusting her right shoe nodded reflectively.

"M'm" she said. "But it is no good worrying. it's a bore not being a plutocrat . . . I say, Helen . . . just look there!"

The two girls gazed fascinated at a woman who had just slipped off her cloak. She wore a delicious eighteenth century costume of mauve satin over a sprigged petticoat. A white powdered wig set off her softly glowing face and a patch was perched naughtily in one dimple.

"Isn't she exquisite?" whispered Helen. "I think those old-fashioned things are enchanting . . . and original these days! Come along, Mabel hey're waiting for us."

It was a very depressed Helen who changed her shoes in the dressing-room after the dance. Her costume was rumpled and torn, and a large stain was visible on the front.

"I *can't* go to the 'Excelsior' in this tomorrow night" she confided to Mabel. "I'll have to tell Guy I've got a headache or something."

"Poor old girl" sympathised her friend. "I've only this one fancy dress and I haven't a sou in the wide. Oh, I say, I was introduced to that lovely creature . . . she's a Mrs. Beauchamp. She's asked me to have tea at her flat tomorrow . . . here she is . . . I'll introduce you too."

The following afternoon Helen and Mabel were having tea with Mrs. Beauchamp. It was a charming room, and though the weather was warm, a small wood fire burned clearly in the grate.

Mrs. Beauchamp's appearance by daylight had given both girls something of a shock. Her frock was pretty, her complexion beautiful, but the lovely wig of the previous night had given place to her own hair, which was lank dull and straight. Though she seemed young there was already more than one grey streak in her locks. She looked almost plain.

"I'm glad you liked my frock," she smiled, in answer to a remark of Mabel's . . . "But it always depresses me so. I do wish I lived in the eighteenth century, or that wigs were the fashion now-a-days. I *can't* camouflage my horrid hair anyway by daylight! Have another cake, Helen, they're *real* cream! Forgive my being frightfully rude, but could you tell me where you get your hair waved? Or is it natural? Because I was admiring it all the time at the dance."

Helen laughed.

"Can't afford to patronise hairdressers," she answered, "and it isn't natural. No, I just use *silmerine*." She finished as if that explained everything. Mrs. Beauchamp knitted her brows.

"Silmerine?" she inquired "I'm afraid I'm very ignorant What is it? Where do you get it? What do you do with it?"

"One at a time," laughed Helen. "It is a rather nice smelling colourless liquid. You can get it from any chemist's You just damp your hair with it put in slides where you want the wave . . . and, voila, ze curls . . . "

"But that's too wonderful," exclaimed Mrs. Beauchamp. "Do you have to use it every day?"

"Oh, no . . . the effects last for some days. And the queer thing is that the more you use silmerine the less often you require it. It seems to coax the hair into natural waves that stay in of their own accord."

"If my hair weren't so odiously thin and streaky," said Mrs. Beauchamp, "I would rush out this minute and buy a bottle before I have another sandwich. But my grey locks would look too ridiculous in waves. Shall I buy a bottle of peroxide or Condy's fluid and turn my few remaining hairs a bright gold or red?"

"Mrs. Beauchamp," put in Helen, "I'm going to reveal a horrid secret. A little while ago I found some grey hairs on my own head. Mabel's fair; she won't go grey so soon. So I got a packet of *tammalite* and dissolved it in bay rum, and put it on the faded parts with a clean little brush. It was wonderful the way that it gradually brought back the color to my hair."

"How lovely," exclaimed their hostess. "Yes, I really must try that. Tammalite, you said, didn't you? By the way, a lot of people I know are using *boranium* as a hair tonic, but so far I haven't tried it. Do either of you know if it's any good?"

"Any good?" chorussed the two girls . . . "Why, it's the only thing . . . "

"I mix it with bay rum——"

"You can use eau-de-cologne, I believe——"

"Its the most priceless stuff——"

"My hair's grown heaps thicker since I used it."

"Good gracious," interposed Mrs Beauchamp . . . "I suppose I shall have to use it too. I'll put it down with the tammalite. What do you shampoo with?" she asked, "you've both got such glorious hair."

This time Mabel answered . . . "Oh, the usual . . . *Stallax*, you know."

"Stallax?" I don't seem to know it. Is it some special preparation?"

"I don't think so," replied Mabel. "It is quite ordinary stuff, I believe. You can buy it in ½-lb. tins from most chemists. But it makes the most lovely shampoo; it lathers gorgeously in any water and your hair dries quickly after it and looks so soft and bright. My own hair always gets so dry and brittle after a shampoo of any kind that I always massage my scalp with olive oil before washing it."

"That's awfully nice to know," said Mrs. Beauchamp . . . "really, I'm most intensely grateful to you two girls. I've been envying your hair."

"And we've been envying your complexion," said Helen . . . "I do wish I had nice pink cheeks like yours, and I don't like the idea of rouge."

"*Powdered coiliandum*," said Mrs. Beauchamp, in a dramatic whisper . . . "just a trifle . . . harmless . . . indetectable . . . any chemists . . . used it for years. By the way, Helen, didn't you say something about wanting a fancy dress for the 'Excelsior' dance tonight? You wouldn't care to borrow my rig-out, I suppose? It's just your size, and I know it would suit you."

"Mrs. Beauchamp," said Helen, "you're one of the best."

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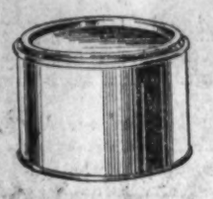

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SHANGHAI

ROCKEFELLER GIVES $20,000,000 FOR MEDICAL SCHOOLS

General Education Board To Spend Principal And Interest In Fifty Years

TO AID LARGER SCHOOLS

Preference Will Probably Be Given To The Stronger Institutions

New York, September 27.—John D. Rockefeller has given to the General Education Board, founded by him in 1902, $20,000,000, to be used for the improvement of medical education in the United States. This brief announcement was made of the gift yesterday:

"The General Education Board announces the gift from John D. Rockefeller of twenty millions of dollars, the income to be currently used and the entire principal to be distributed within fifty years for the improvement of medical education in the United States."

The working capital previous to this accretion amounted to between $35,000,000 and $40,000,000. Since the present sum is to be devoted exclusively to medical education, whereas the board's previous resources, under the terms of the charter granted it by Congress, have been devoted to "promoting education within the United States, without distinction of race, creed, or sex," the activities of the organisation with respect to medical teaching will be vastly increased.

Abraham Flexner, Secretary of the board, of which Wallace Buttrick is President, said last night that the entire sum, principal and interest, would be devoted to the upbuilding of medical schools, since such was the desire of the donor. In other words, none of the money will go to educational propaganda, but all of it will be expended directly and practically.

GIFT CAME AS A SURPRISE

Mr. Flexner said that the great addition to the board's resources had been practically a surprise, those at the head of the organisation having been apprised of Mr. Rockefeller's intention only a few days ago. For that reason, he explained, there has not been time to elaborate a detailed plan for the expenditure of the money. The board does not meet again until December, at which time a detailed program with respect to medical education will be mapped out.

Meantime, Mr. Flexner was able to say in a general way that just as the Board in the past out of its general funds has made considerable donations to the treasuries of medical schools of such universities as Yale, Johns Hopkins, Chicago and Washington in St. Louis, it will, as soon as its plans are worked out, spend large sums for the improvement of the hospital facilities, the teaching staffs and the laboratory facilities of such schools as are decided to be worthy of help. He pointed out that under the terms of the gift while the entire principal must be distributed within fifty years, there is nothing to prevent the concurrent distribution of both principal and interest and this, he said, undoubtedly would be done.

"So far as I know," the Secretary said, "this is the first gift of its kind there ever has been. There have been large donations by wealthy men for the enrichment of designated medical schools from time to time, but I do not recall any previous instance of a big sum like this being set aside for the improvement of medical schools in general so that it can be devoted to worthy schools which need it and so that in such schools such financial needs as that of bettering the salaries of the teaching staff, increasing clinical resources and the like, may be met."

Asked what preliminary work would be undertaken before the distribution of the $20,000,000 was started, Mr. Flexner said there would be a general survey of the schools of the country which would determine not only which ones could be improved to the general good of the country, but also what were the specific needs in each instance. In advance of the board having formulated its plans, he was unable to say how long this would take. He did say, however, that the needs of all parts of the country would be taken into consideration in apportioning such sums as it is decided to disburse from the fund.

LARGER SCHOOLS FAVORED

The policy which Mr. Flexner has pursued during his long connection with the improvement of medical education in this country has been to favor the upbuilding of the larger and stronger schools, those notably which are so located that they have access to a wealth of clinical material, and it is expected that in a general way this will be the policy of the board in disbursing Mr. Rockefeller's $20,000,000.

Dr. Flexner made an attack on many of the medical schools of this country in 1910, when he was connected with the Carnegie Foundation for the Advancement of Teaching. Though he was bitterly assailed at the time, agitation which grew out of the report resulted in legislation in many States raising the requirements for beginning the study of the medical profession and improving the educational conditions of the schools themselves. Many of the weaker schools, some of them mere "diploma mills," were driven from existence. Two years later, after a survey of German medical schools for the same organisation, Dr. Flexner returned to the attack, asserting that standards of medical education in this country were below those of most of Europe.

The other officers of the General Education Board, the offices of which are at 61 Broadway, are Wallace Buttrick, President; E. C. Sage, Assistant Secretary; L. G. Myers, Treasurer; L. M. Dashiel, Assistant Treasurer.

HAMBURG A MOCKERY OF FORMER ACTIVITY

Streets Crowded And Hotels Filled But Commerce Is Dead

Hamburg, Sept. 22.—After the dirt and dilapidation of Berlin, Hamburg looks at first glance what it was before the war. The streets are crowded and the hotels are overfilled with business men from all countries of the Continent, so that one has the impression that Hamburg is still a market attracting merchants from all quarters.

Life on the streets is active and varied, and vehicular traffic is smart and efficient. Many handsome offices still display the signboard of peacetime. On them one can still read the names of companies from England, America, Scandinavia, Holland, France, and every other country which did business abroad before the world war broke loose.

The shipping offices and travel agencies still display posters with large ships flying the German flag or the house flag of the German shipping companies. Still there are those attractive posters inviting one to trips all over the globe. There is scarcely a commodity of importance to the world the name of which one will not find on some Hamburg office signboard or advertisement.

The shops, too, make a brave show in their windows. The crowds strike one as being well and almost gaily dressed. The people have none of the lassitude and indifference of the Berlin throng, and in the theaters and restaurants the people seem to be enjoying themselves healthily, and not in the nervous manner of the Berliner.

Altogether there is something in Hamburg which, when one first arrives, gives him the buoyant feeling of being in contact with the world's work, of being in a great clearing house of the world's produce, and in a throbbing center of its traffic.

But gradually the glamor goes. The conviction soon steals in upon one that all is not as it seems in Hamburg.

When one looks more narrowly at things he finds the municipal buildings pockmarked with machine gun and rifle bullets—a reminder of the recent unrest, and guarded by barbed wire and Noske's guards.

Mix with the crowds in the hotels, and one finds that business men come not to trade, but to find out how trade with Hamburg and Germany can best be re-established. One finds eventually that among the throngs in the streets there are many who would rather be working but who can find no work to do.

One glances at the windows of a travel agency in which pictures of the golden harvest fields of Canada rival in attractiveness and color one's ideas of a glowing Sahara with its camel trains, but he finds that out of all the advertised inducements to travel and prosper abroad the only advertisements on active service are those which tempt one to Norderney, Ruegen, and other Summer resorts on the German coast.

One sees notice boards announcing the next sailings to America and other foreign ports, only the spaces for the dates are all blank. Examine the traffic on the streets, and one discovers that none of the boxes and cases that are being carted about has foreign markings. Look in the shops, and one sees that no foreign products are available and that smartness is simply a spurious variety of making the best show with bad tweeds and cheap muslin.

One walks along the quays and through the various warehouses until one becomes fatigued by looking at mere emptiness and is tired of the echo of one's own footsteps, for in these warehouses there is nothing but a few home products and foodstuffs sent by the allied Food Controller.

Go to the outskirts of the city, and one finds that all the large factories are quite still. Then one realises that a considerable part of the cleanliness of Hamburg arises from the cleanliness of disuse.

By the time one has done all that, he will think it high time to go down and see the River Elbe. During the three days that I have been in Hamburg I have seen only one large ship moving on the river. It was carrying Russian prisoners to the Black Sea. Germany's only export at the present time. Not one large cargo steamer has come in, not a cargo steamer has gone out, and in 1913 Hamburg cleared 15,073 ships. The value of her exports and imports amounted in 1912 to nearly 1,500,000,000 marks and the number of European emigrants who passed through here then was 134,169.

The River Elbe at the present moment is a study in desolation. Such ships as have not been surrendered to the Allies lie idly at the quay sides or in midstream. Tugs and lighters are all tucked away in odd corners, idle and abandoned because the big ships are dead. Swing bridges and grain elevators, looming up darkly against the sky, cranes, wagons, and great warehouses are silent and disused because of the blight which has fallen upon them.

The high seas trawling fleet lies inactive in front of the fish market. Lack of coal prevents it putting to sea.

Groups of men with deep seacaps and the manner peculiar to seamen lean upon the quay railings and hang about the wharves and discuss peace and war and the future of shipping. Nothing moves upon the face of the waters except river steamers, and even they have none of the usual pert and jolly brightness of river steamers. They are unpainted, sombre things.

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AUTOMOBILES

SHANGHAI, SUNDAY, NOVEMBER 9, 1919

GROWTH OF HUDSON CO. HAS BEEN PHENOMENAL

In Ten Years Organisation Expands All Over World; First Car Still Runs

"The sun never sets on the Super-Six," says Harry S. Houpt, president of the Hudson Motor Car Company of New York.

"From a mere handful in 1909, the family of dealers now comprising the Hudson sales organisation has grown to approximately 2,500 members, covering every country of the globe. Hudson service has become famous the world over and what this far flung service means cannot be overestimated by the automobile owner.

"Another favorite saying of the Hudson is that Hudson Super-Six endurance has never been reached. The proof of that statement is to be found in the fact that the first Hudson ever built is still in daily service at Poughkeepsie, N. Y. It has been run more than 200,000 miles, an average of more than 20,000 miles a year. Its owner is Joseph P. Davis, who is just as proud of his car as the newest owner of the latest Hudson Super-Six. Although lacking some of the later day refinements, such as self starter and electric lights, Hudson number 1 still looks hale and hearty and runs perfectly.

"When its first car was built the Hudson Company had a little two story half acre plant employing less than 500 men. Today the Hudson factory covers twenty-six acres of ground and the number of employes has steadily increased until now there are 5,000 persons on the Hudson pay roll. The Super-Six factory at Detroit is the largest plant in the world devoted exclusively to the production of fine cars. During the past decade more than 125,000 Hudsons have been built and sold and every one of these has increased Hudson prestige.

Advance In Solid Tire Construction

U. S. Tire Co.'s Engineers Have Developed New Methods With Wonderful Results

After a long period of experimentation a new solid truck tire, embodying two entirely new principles of construction, is now being placed on the market by the United States Tire Company.

The two new principles involved in the manufacture of this tire are so radically different from all other existing methods of manufacture that, they are attracting close attention from tire engineers. Many improvements in solid tire manufacture have been made since the advent of the motor truck, but for none of them have the broad claims been made which are made for this new tire.

One of the claims made is that a method has been discovered of eliminating the "grain" in the rubber and thus greatly reducing splitting and cracking, one of the chief causes of trouble in solid tires. The other is that a long step forward has been made in solving the problem of preventing tires from separating from the tire bands.

With regard to this second claim, it is pointed out that it has been the custom until now to fasten the rubber tire to the steel base by means of dovetail grooves in the steel band. This union was mechanical and served the purpose of holding the rubber on the band with a varying degree of success.

The United States Tire Company's laboratories have discovered a new process which enables them to form a chemical union between the steel and rubber and at last are able to announce that rubber can be vulcanised to steel, provided the steel is treated in the peculiar manner developed by their chemists. This feature will practically eliminate base separation, one of the most bothersome of all solid tire troubles.

The size of the trucks and weight of loads has increased rapidly, until today tire manufacturers are required to furnish tires capable of standing up under loads of eight or ten tons. The laboratories of the United States Tire Company have, in perfecting this new tire, again co-operated with truck manufacturers to bring the whole industry to a new level of efficiency.

The new tire has been thoroughly tested by the company in accordance with its fixed plan to place nothing new on the market until it has met the most rigid tests.

SPARE PLUGS

Spare spark plugs should be wrapped in sections cut from the best parts of old inner tubes. Rubber bands may be used at top and bottom to hold the rubber casing securely about the plugs.

Lubrication And Plenty Of It

Alfred L. Megill
(In Motor)

Spring shackles and spring bolts are quite prone to wear, as they are always exposed to road dust and mud. This grit works in around the shackels and into the bearing with the result that wear ensues and before long those annoying rattles and squeaks develop.

This wear can be deferred considerably if proper and frequent attention is given to lubrication of these part. Grease and oil cups are put on spring bolts for a purpose but many drivers seem to forget they are there or at least neglect them until they begin to squeak.

Although wear of the spring bolts generally results from neglect on the part of the driver to supply sufficient lubrication, nevertheless it is sometimes due to the fact that the holes are clogged from some cause at the factory so that even with the most frequent attention, no lubricant can reach the moving parts. Consequently wear goes on rapidly. To obviate trouble from this cause, it is well after receiving a new car to run a wire through the oil or grease holes in the spring bolts to make sure they are clear.

The best way, of course, to prevent squeaks and rattles is to keep the parts well lubricated so that they will not wear because wear causes looseness and looseness causes rattles. However, it is impossible to prevent the spring bolts and shackles wearing eventually because of their exposure to road dirt, and when they become too loose the only thing to do is to replace bushings or bolts or both.

Rattles are frequently caused by the shackels wearing in the holes and on the sides so that they allow side play of the spring. On some types of construction the nuts may be set up tighter to take up this wear and on others it can be compensated for by putting in washers of the correct thickness. It is just as important to use washers that fit properly as it is to maintain a correct working relation between the bolt and the bushing or spring eye if rattling and wear are to be avoided. The washers should be perfectly flat and a good fit on the bolt. Care must be taken that they are not too thick or binding will result, destroying, in effect, much of the riding qualities of the springs.

The most convenient way to examine these parts to find out just how much they are worn is to jack up the frame so that the weight of the car is taken off the springs. The bolts can then be withdrawn without much effort and inspected for wear.

No matter how excellent the fit and material used it is, of course, impossible to avoid wear entirely. But the mileage run before attention is necessary differs a great deal. The surest preventive of squeaks and rattles is lubrication and plenty of it. In this respect the motorist who knows the value of regular attention to his springs and shakles will find the slight trouble well worth while.

The spring bolts need attention at least every hundred miles and it is best to give it every fifty or sixty miles if possible. Keeping plenty of lubricant on the moving parts helps to keep out grit and thereby lessen the wear. The best advice is to lubricate and then lubricate again very soon because there is no effective way of protecting springs from road dirt.

The spring shackles and indeed all exposed working parts of a car should receive more attention.

HOLDERS

Loops made of webbing and fastened to the bows beneath the top near the sides with small screws and big washers make admirable holders for parasols or similar paraphernalia.

To Find Out Just How Good Roads Are Ruined

Interesting tests designed to show the impact pressure exerted on pavements by motor trucks are being carried out by the bureau of public roads, and by these experiments the government officials hope to obtain definite information which will permit them to design high types of pavement which will resist definite traffic conditions.

Preliminary road impact tests made by the bureau indicate that the impact pressure exerted by a motor truck in motion is about six times that of a truck at rest. These tests were made with a class B government truck loaded up to five tons, running up to fifteen miles an hour, and permitted to fall from varying heights onto the impact measuring apparatus. These tests will be continued with trucks ranging from the lightest to the heaviest weights, until complete data are obtained.

The question of the relative impact exerted by trucks with solid versus giant pneumatic tires will also be investigated. Definite arrangements have been made to secure a three-ton truck with requisite tire equipment for these tests, and a loan of other units would be welcomed by the government officials.

Tests to show the resistance of various types of road surface, such as concrete, asphalt, etc., are soon to be undertaken. About fifty road slabs built by these materials will be broken under the impact of a machine which approximates the impact effect delivered by motor trucks.

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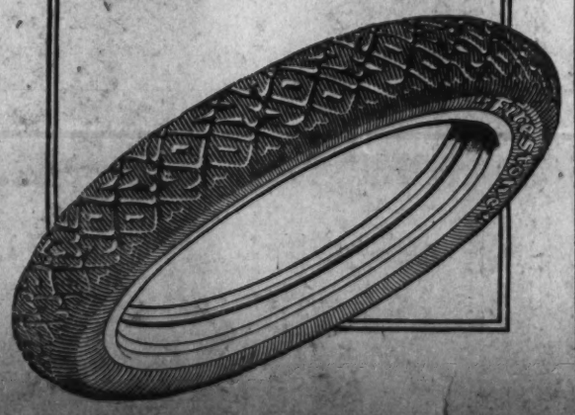

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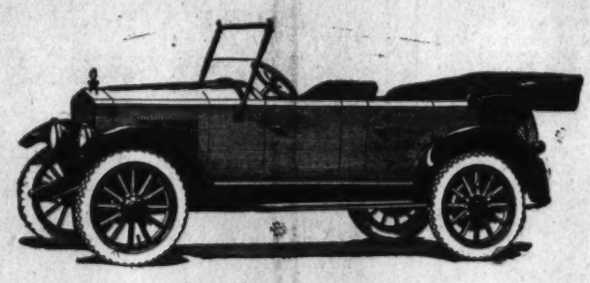

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Chevrolet Goes 150 Miles In Record Time Of 1.22.34 1/5 At Sheepshead Bay Track

Ralph Mulford, Former Record Holder, Has Miraculous Escape From Death; Thrills Punctuate Racing; Crowd Of 40,000 Attends

New York, September 21.—After a desperate duel with his brother which ended with Louis Chevrolet's car going up in flames on the 110th mile Gaston Chevrolet, in his famous green Frontenac, swept on to a record breaking victory in the 150 mile automobile classic before 40,0000 persons in the Sheepshead Bay Speedway yesterday afternoon.

When Gaston shot across the line at the end of the 150 mile speed burst the watches caught him in 1 hour 22 minutes 34.20 seconds. It carved 3 minutes 40.70 seconds off the former world's circular board track record of 1:26:14.90 made by Ralph Mulford in a Hudson Special, Chicago, June 16, 1917.

Joe Boyer, in a Duesenberg, more than three miles behind the winner just nosed out Ira Vail in a Philbrin-Duesenberg Special for second prize money. Then in order came William Vetere in a Duesenberg, Art Klein in a Peugeot, Toland Nicholson in a Hudson, Denny Hickey in a Stickel ad Ralph Mulford in a Frontenac.

There was no eighth man to finish, five of the thirteen starters failing to complete the journey. The race carried purse moneys of $30,500, the first eight men to finish drawing down respectively $2,500, $1,500, $1,000, $700, $600, $500, $400 and $300.

MIRACULOUS ESCAPE

Two heart stirring thrills punctuated the racing. Besides seeing Louis Chevrolet and his mechanician, Kenneth Gooderson, come down the full length of the stretch wrapped in a flare of smoke and flames the onlookers watched Ralph Mulford and his mechanician, Jimmie Lee, in a miraculous escape from death.

At the end of the racing the spectators were willing to vote it the end of a perfect day, for in neither of the two accidents were any of the riders seriously hurt. In fact with the exception of Louis Chevrolet being slightly burned about the forearms and ankles and Lee receiving leg bruises no one even was scratched.

The accident to Mulford occurred in the third and deciding ten mile heat of the thirty mile sprint race, and that Mulford and Jimmy Lee are alive today to tell the story only is due to 'some kind Providence.

Coming up from the ruck on the far straightaway in the last lap of the race Mulford shot into the lead and with the two Chevrolets hanging on his flank and Ralph de Palma trailing, started taking the last sweeping curve at cyclonic speed. In the middle of the turn the tie rod on Mulford's Duesenberg broke.

Mulford was at the top of the bowl when the accident happened. His car skidded into the rail and hung at the top of the embankment for an instant, just long enough for the two Chevrolets to sweep past, and then plunged down the embankment. De Palma, going, going like a cannonball, was heading directly into Mulford and the spectators rose to their feet in suspense.

DE PALMA'S FEAT

By a wonderful display of iron nerve and presence of mind, De Palma hurled his car around and past Mulford's falling Duesenberg. Besides great nerve and skill De Palma's feat required herculean strength for his car was travelling at terrific speed. It required two Titanic wrenches and the nerve and skill of a master to make the short curve and steady down into the straight. De Palma, figuratively, was between Scylla and Charybdis for he had to avoid hitting Mulford and escape plunging into the concrete abuttment himself.

Then the spectators centered their attention on Mulford. His car was plugging down the embankment and heading into the concrete wall when De Palma made the sudden twist around him. Mulford shot directly down the incline and it looked as if he was going into the embankment with frightful force. Somehow or other, however, for his car was out of control, Mulford managed to turn the car so it did not crash headlong into the wall, but struck it sidewise and caromed off onto the track.

SPECTATORS ARE AMAZED

Spectators then were amazed to see both Mulford and Lee calmly step unhurt from the car. Laughing and chatting as if only a laughable incident had occurred, Mulford walked up the track to the finish line. Lee, limping from bruises to both knees, was trembling like a leaf from the shock. It was a tribute to Mulford's iron nerve and courage that he calmly clambered into his reserve car, a Frontenac, preparatory to starting in the big race of 150 miles, which followed.

The accident suffered by Louis Chevrolet in the big race scarcely was less sensational. Duelling with each other for 100 miles the two Chevrolets travelling at tornadic speed, shook off the rest of the field. As the two were completing the 110th mile Gaston Chevrolet was breaking trail, but Louis in a sudden speed burst shot up and past him on the turn leading into the stretch. Louis no more had taken the lead when his car caught fire and was enveloped in a mass of lurid flames.

Chevrolet and his mechanician rose up in the car, which was travelling at a rate of almost two miles a minute up the stretch, belching smoke and flames. Louis was observed pressing frantically on the brake as the flames swept around the car's gasolene tank. Despite his exertions, however, he could not bring the car to a stop until he swung it into a field of grass at the head of the stretch. The grass caught fire and the smoke and flames covered the track. The other riders had to shoot blindly through it.

EXTINGUISH FLAMES

As in the case of Mulford and Lee earlier in the afternoon, both Louis Chevrolet and Gooderson were able to extricate themselves from their car. Firemen at hand made a quick rush to the scene and put out the conflagration.

Until the accident to Louis Chevrolet's car spectators were treated to a thrilling duel between the two brothers. They distanced the field. After Louis' forced withdrawal Gaston made a runaway race of it, crossing the line in world's record time, more than three miles ahead of his nearest rival.

Thirteen of the greatest drivers in the country took their marks for the big race, which on account of the number of entrants had to be started in three ranks. Ralph De Palma in a borrowed White Special—his own pet Packard was put out of commission earlier in the afternoon—Mulford in a Frontenac, Ira Vail in a Philbrin-Duesenberg Special, William Vetere in another Duesenberg and Louis Chevrolet in his ill fated Frontenac were in the front rank.

In the second rank were Denny Hickey in a Stickel, Art Klein in a Peugeot, Dave Lewis in a Meteor, Joe Boyer in a Duesenberg. Bennett Chevrolet in his winning Frontenac were in the second formation with Joe Boyer in a Duesenbery. Bennett Hill in an Aetna and Toland Nicholson in a Hudson brought up the rear.

CHEVROLETES TO FRONT

As soon as the pack got straightened out on the first circuit of the saucer the two Chevrolets swung into position at the head of the field. From then on till the 110th mile the two brothers battled for the lead with the exception of the eighth, ninth, tenth, eleventh and twelfth miles, when they allowed Dave Lewis to break trail.

Louis Chevrolet showed the way till the eighth mile. After Dave Lewis had led for four laps Gaston Chevrolet went into the lead. From there on to the twentieth mile Gaston showed the way. Then Louis took his turn at breaking trail again, making the pace from the twenty-second to the fifty-third mile. Then Louis, as if saying, "You first my dear Gaston," gave way to his brother.

Gaston blazed the way to the sixtieth mile, when Louis again took command. Louis led Gaston into the ninety-ninth mile, and then gave way to his brother. Gaston held the lead till the 110th mile was being completed, when Louis suddenly shot to the fore with the aforementioned results. As Louis's car went up in flames Gaston swept to the front again never to be headed, for at that stage he was three miles in front of his closest pursuer and going away all of the time.

The times by ten miles in the Gaston Chevrolet record breaking race were: Ten miles, 5:28 3-5; 20 miles, 49:29 1-5; 100 miles 55:06 40 miles, 22:00 3-5; 50 miles, 27:26 2-5; 60 miles, 32:59 1-5; 70 miles 38:27 4-5; 80 miles, 43:55 1-5; 90 miles, 49:29 1-5; 100 miles 550:6 4-5; 110 miles, —; 120 miles, 1:06:10 4-5; 130 miles, 1;11:41 2-5; 140 miles, 1:17:09 1-5, and 150 miles, 1:22:34 1-5.

During the early stages of the race Dave Lewis and his Meteor looked as if they would have a finger in the pie but a cracked cylinder put the Meteor out of commission on the fourteenth mile. De Palma, in his strange White Special, had trouble throughout. He was forced to go to the pits several times for repairs and finally dropped out. Behind the Chevrolets there was a hot battle for position among Ira Vail, Joe Boyer and Art Klein, with Boyer finally nosing out Vail for second place.

40,000 ATTEND RACES

The big bowl track, weather worn to a dirty gray under the siege of the seasons, lay basking under a blazing sun and the gaze of 40,000 spectators when De Palma in his cream colored Packard, Louis and Gaston Chevrolet in their Frontenacs and Ralph Mulford in his Duesenberg answered the call to post for the first ten mile heat of the sprint race. Tommy Milton, who was to have started, has not recovered from the injuries he received in the Uniontown race on Labor Day, and Joe Boyer was nominated to drive a Duesenberg in his place. Boyer dropped a valve just before the first heat and the race was delayed till the Duesenberg was repaired. Louis Chevrolet drew the pole position, with Mulford Gaston Chevrolet, De Palma and Boyer lined across the track along side.

The five cars slowly rolled away from the line in the one lap tuneup for the flying start. Working into full speed the cars came shooting across the line for the official start with the two Chevrolets and Boyer leading De Palma and Mulford. At eight miles the two Chevrolets were almost on even terms, with Boyer only fifteen yards behind. In the last swoop of the track Louis Chevrolet held his advantage but Boyer came strong in the home stretch and, nosed Gaston Chevrolet out of second position. Mulford was a poor fourth. Louis Chevrolet was clocked in 5:30:30.

In the second heat of the sprint race the two Chevrolets, Mulford and Boyer got away to a good start. At the completion of the first two-mile leg Mulford, in his green colored Duesenberg, led by half a machine length. Ralph Mulford held his advantage, winning by ten yards in 5:24:20. Gaston Chevrolet nosed out Boyer by less than two feet for third place.

GASTON CHEVROLET IN FRONT

When the field came down the straightway for the flying start of the third and deciding heat Gaston Chevrolet was a bit in front, making the pace, but Boyer soon wrested it away from him, and the order at the completion of the first two mile leg was: Boyer, L. Chevrolet, G. Chevrolet, De Palma and Mulford. Boyer on the third mile had engine trouble and dropped rearward. The fourth mile saw L. Chevrolet in the van, with Gaston second and De Palma and Mulford following. At eight miles the order was the same.

The last lap suddenly saw Mulford shoot up from the ruck and, coming like a tornado high up on the rail pass the three cars leading him and go to the fore. The two Chevrolets and Packard gave swift chase, while the huge crowd rose and roared excitement. Round the last turn the riders swooped, with Mulford leading the two Chevrolets, who hung on either flank, and De Palma by less than ten feet. In the middle of the turn Mulford broke his tie rod, with the results aforementioned, and the two Chevrolets swept on to victory and second place. L. Chevrolet, winner of the heat, was timed in 5:38:40. De Palma was a poor third.

L. Chevrolet's victory in the final heat gave him the race with a total of 14 points. Gaston Chevrolet was second with 10 points and Mulford and Boyer tied for third with 7 points each.

Mulford's iron nerve was unshaken by the accident, and he amilingly clambered into his reserve car, a Frontenac Special, for the start of the big 150 mile race. As the cars were being assigned their positions for the start Joe Thomas's Mercer caught fire, but Gaston Chevrolet's quick use of a fire extinguisher quenched the flames before any damage was done. Thirteen cars lined up for the start of the big race, and superstitutious ones in the crowd gave a groan at what they considered an ill omen.

Ford And Son Own All Auto Co. Stock

Mayor Couzens Turns Over Minority Holdings; Price $12,500 A Share

Control of all stock in the Ford Motor Company has been secured by Henry Ford and his son, Edsel, through purchase of the minority holdings of James Couzens, Mayor of Detroit and former vice-president of the company according to an announcement made by Charles E. Sorenson, general manager of the Fordson Tractor Company.

Mr. Couzens owned 2,180 shares of the stock, which had a par value of $100 a share. It is understood that Mr. Couzens's holdings were bought on the same basis of valuation as that on which the shares of the other minority stockholders were purchased early in July, which was reported to have been $12,500 a share, or a total valuation of $250,000,000 for the entire 20,00 shares.

When Henry Ford and his son Edsel bought the minority stock last July they borrowed $75,000,000 on notes from a group of New York and Boston banking firms to swing the deal. That gave them possession of 89 percent of the stock of the corporation. Mayor Couzens, it was said at that time, refused to sell his holdings, which amounted to 11 percent, at any price.

Mr. Couzens entered the Ford Motor Company as a clerk seventeen years ago. Soon after the organisation of the company he was elected vice-president and treasurer, at a salary of $1,800 a year. He took an early opportunity to invest all his available capital in stock of the company. Mr. Couzens' original investment has paid him more than $10,000,000, half in cash and the remainder in stock.

Mr. Couzens left the Ford organisation early in the war because of Henry Ford's views on preparedness and pacifism. He held the post of general manager and treasurer of the Ford company almost up to the end of 1915.

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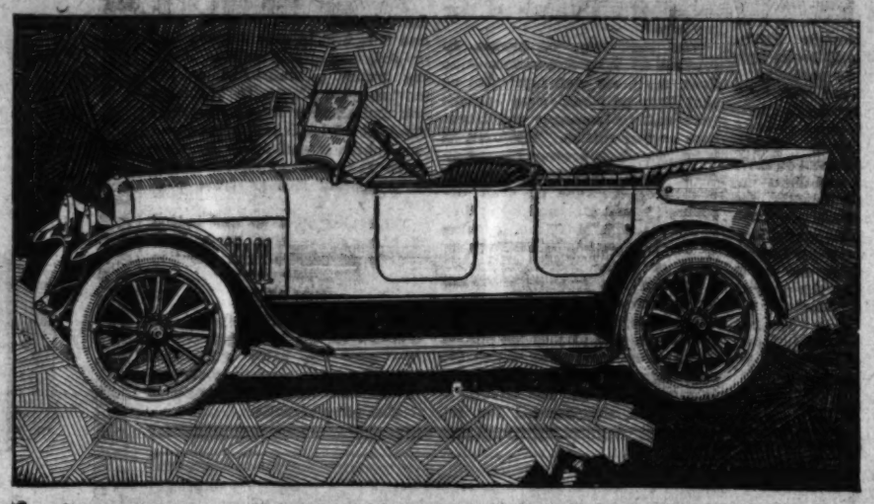

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Landing Fields Needed For Cross Country Flying

New York-Toronto Contest Showed Necessity Of Landings; Government Supervision Urged

The necessity of a system of landing fields at intervals of from twenty-five to fifty miles was demonstrated by the New York-Toronto airplane race of August 25 to 30, in the opinion of A. H. Bling, president of the Manufacturers' Aircraft Association and general manager of the L-W-F Engineering Corporation. Speaking for the Aircraft Association he said:

"The Manufacturers' Aircraft Association finds three great object-lessons in this contest. The first is the necessity for the establishment, with proper Federal supervision, of national and international air routes and a system of adequate landing fields: second, the development of an operations service capable of handling the aerial traffic which is expected to appear within the next few years; third, construction and development. We may with confidence predict that the New York-Toronto route is destined to become one of North America's great highways of commerce. This would be true if for no other reason than that trade inevitably follows a trail which has been safely opened by pioneers.

"In response to inquiries from various points along the New York-Toronto route, we recommend the immediate expansion of major landing fields at New York City, Albany, Utica, Syracuse or Rochester, Buffalo and Toronto. The only accident which marred the present race occurred at Albany, where the field was found to be inadequate, poorly placed and in no condition to handle even occasional machines. The route between New York and Toronto is something over 500 miles in length. We recommend the establishment of three or four cardinal landing fields over such a route.

"In between, at distances from twenty-five to fifty miles apart, there should be emergency landing fields so that aviators who, for engine trouble or any other reason, are compelled to come down may make a safe landing. Had such emergency landing field existed during the recent race, it is safe to say that a much larger percentage of the contestants would have completed the trip.

"We urge the establishment of an emergency landing field near West Point, forty miles up the Hudson; another at Poughkeepsie, twenty-five miles on; forty miles farther at Catskill. Fifteen miles beyond Albany there should be an emergency field at Schenectady; fifty miles farther at Herkimer, fifteen miles on at Utica; another fifty-mile stage would bring the flyer to Syrase; another thirty miles to Auburn, fifty miles farther lies Rochester, thirty miles Batavia, and another thirty-five miles Buffalo. From Buffalo it is sixty miles to Hamilton, Ontario, and again another sixty miles to the final terminate, Toronto.

NEW YORK-TORONTO ROUTE

"If Chambers of Commerce in the localities named will take steps to provide emergency facilities, we may safely predict that the air highway between Toronto and New York will be greatly patronised during the coming year.

"Aside from the fact that the aviation industry is being 'hard put' to survive the reconstruction period and take its legitimate place among similar industries of the world, it is also a fact that the present is a very critical time in all matters aeronautical in the United States. This is due to the fact that such progress as we have made in the establishment of landing fields and the mapping out of routes has been with purely national purposes in view.

"Now comes the International Aerial Convention as adopted in connection with the Peace Conference in Paris. The convention, which is shortly to come before the United States Senate for discussion and probable ratification, will, if adopted, form the basis for aerial legislation in this country. It lays down very wisely the principle of Federal control, but at the same time it proposes landing fields, flying rules and signals of operation and control which are radically different from those thus far developed in this country. Therefore if Chambers of Commerce in their effort to help aviation will keep in close touch with Federal authorities, it will mean that much wasted effort and possible duplication will be avoided.

RADIO BLOCK SIGNALS

"Radio advance, to my mind, indicates that the time is not far distant when flying routes will literally be block signalled by the radio telegraph or the radio telephone. Radio stations will be established, not only at the major control points, but at the emergency flying fields. Each station will send out its particular call, so that an aviator, as he comes into range, will know exactly where he is. When he comes to his destination it will be much more simple than at present to be guided quickly and safely to the proper landing field. The radio also will make it possible to despatch airplanes for freight, passenger or postal uses regularly and, we hope, on schedule, much as trains are now despatched from the great passenger terminals.

"Speaking from an engineering standpoint, the New York-Toronto race demonstrated what manufacturers have frequently claimed to be the case, namely, that the airplane as such, because of its inherent strength, is probably the safest vehicle in existence. Most of our difficulties at present come either from means of propulsion or from embarrassment in landing fields."

NEW STUDEBAKER SEDAN

The New York Branch of the Studebaker Corporation has just brought out a new 4-door, seven-passenger, Sedan body for the Studebaker Big Six that strikes a new keynote in graceful lines and luxurious comfort. So far the production has been limited to two a week, but they expect to increase this to meet the unusual demand. Nevertheless, the production will necessarily be limited to the high quality of the coach work.

The body and upholstery are in special colors. Deep soft springed seats are set at a most easy angle, assuring utmost comfort even on long trips. A lowerable glass partition separates the driver from the spacious rear compartment. A special heating arrangement floods the body with pure fresh air preheated to a comfortable temperature. Toilet cases and interior metal trimmings are of most artistic patterns. Lighting equipment includes automatic step lights.

A Simple Tire Test

There are almost as many mysterious elements in rubber as in electricity. We speak, and quite correctly, of "live rubber," because the strange substance really seems to still possess life long after it is mixed with chemicals and foreign substances and manufactured into tires and other commercial commodities. Buyers and users of automobile tires often ask: "How can I tell a live fresh tire from one that is stale and lifeless?" The answer is: "By touch." It may be that you will have to practice; if so take a tire which you know to be fully a year old.

Press your thumb down hard upon the surface—as though you were going to make a thumb print. Do that several times and try to make the rubber move. You will see there is little or no "response," according to the amount of life left in the rubber. Try to drive your thumb nail into live rubber and the "come back" from the substance will be so strong that your nail will scarcely leave a mark. A nail pressed into the surface of a dead tire will leave a scar according to the amount of life left in the rubber.

"How do you tell whether or not a used tire is made of good rubber?" was a question recently put to J. S. McClurg, factory manager of the new Carlisle cord tire.

Mr. McClurg has been in the tire business for twenty-five years and is considered one of the leading authorities of the United States. "One very simple and sure method," he said, "is to wipe the dust from the rubber and run the palm of your hand over it. If the rubber is slick and shiny it is of good quality, but if it is rough and granular you may feel assured that it is of poor quality. A properly made tire of the best materials, such as we claim the Carlisle cord to be, should, when bounced on the floor, be as lively and nervous as a thoroughbred race horse."

INCREASED MILEAGE

A veteran motorist who has achieved a remarkable record for tire longevity claims that he has done so by the use of oversize tires fitted with interliners and the common size inner tubes. The experiment would not be very costly at any rate.

Lexington Company Has New Closed Car

Lex-Sedan, Attractive Model Is Latest Product Built By Company

Important among the early fall announcements of all-season motor cars is that introducing the Lex-Sedan, an exclusive enclosed model designed and built by the Lexington Motor Company of Connersville, Ind.

This new car is described as a decided innovation in closed car design. Its chief claim to distinction is that it has the appearance of being built in "one piece" or as a single unit. For the first time, it is said, the body has been built for the top, reversing the former method of building the top to fit the body. As a result the designers have obtained in this car a harmonious effect not found in the prevalent types—an effect which marks it as a work of coachbuilding art.

The Lex-Sedan is of the new four-door type. The sides of the body are unusually high and the doors are all of full width. The six side windows are of equal size and are square in shape to conform to the straight line effect of the doors. The glass in these windows can be lowered or raised or entirely removed as the weather dictates or the occupants will.

With the four wide doors, access to the interior of the car is unretarded. The car will seat comfortably, with the aid of auxiliary seats, seven passengers.

The model is completely equipped with those accessory features which add to the comfort and artistic appearance of a car. The coach work, furnishings and color combinations are as distinctive as the car itself. Three colors are optional, blue, marmon and Brewster green, with Spanish leather and velour to match.

The Lex-Sedan body, mounted on a Lexington Minute-Man Six chassis, is described as being hundreds of pounds lighter than many cars of similar size, a fact due to the scientific elimination of a number of parts and the utilisation of light yet sturdy metals.

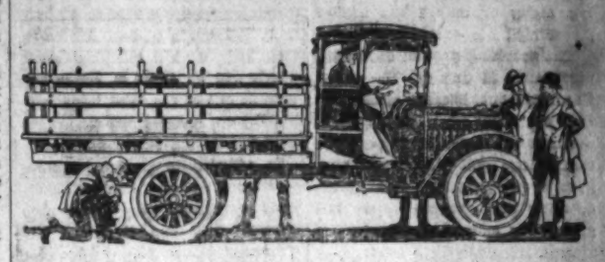
Among the most prominent features of the Lexington chassis are its oilless spring bushings, its non-metallic universal joints, the one-finger emergency brake, the non-rattle frame and the Moore multiple exhaust system, which contributes to greater economy and increased power.

The Lex-Sedan is regarded as a most creditable addition to the Lexington line, which already is quite extensive.

SHORT MEASURE GASOLINE

Motorists who watch their carburetor adjustment, shut off their engine when standing and otherwise strive for gasoline economy, may actually be "saving at the spigot and wasting at the bung" if they take no means to check the measure of gasoline they receive at the filling stations. Some motorists insist upon having the gas drawn into a 5-gallon can before placing it in the car to insure good measure.

MAXWELL CARS



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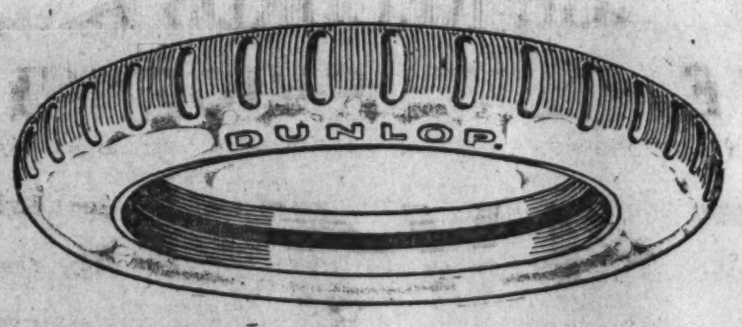

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PLUGS NEED ATTENTION JUST AS IN OLD DAYS

Not Much Difference After All Only Novice Can Clean Them Today

By H. Clifford Brokaw
(*Technical Director West Side Y. M. C. A. Automobile Schools*)

After all there is not so much difference between the days of the horse and the latter days of the auto. Then you had to keep the old plug in good shape if you expected to get anywhere, and it is just the same with the gas wagon—if you do not keep the old plug in pretty good shape you will jog along or maybe the motive power will die entirely.

The sparking part of the auto's mechanism is one of the most important but, because with most cars the plugs give little trouble, the average motorist simply lets them alone and when anything goes wrong puts in a new plug, deeming that the old one has given long enough service for his money.

As a matter of fact, a little intelligent attention to the plugs occasionally would not only lengthen their life but give them added pep and make motoring more of a pleasure than it is.

To clean a plug is no job requiring the services of an expert; any novice may acquire the art by a little practice—using old plugs first.

Because of the changing grades of gasoline sold these days more and more trouble is experienced from fouling plugs. The higher grades of gasoline burn more perfectly. Gasoline is a hydrocarbon and where there is perfect combustion there is little free carbon; this is deposited all over the interior of the combustion chamber.

When this deposit becomes too heavy the compression of the cylinder is increased and there may be trouble from preignition due to high compression.

But when it is deposited on the spark plugs too thickly the effect is just the reverse. There is no ignition. This makes frequent cleaning of the plugs desirable, if not imperative.

The first operation in cleaning a plug is removing it from the cylinder. Some are content to use any old thing regardless of damage to the plug. The wise motorist will have a spark plug wrench to fit the type of plugs he is using—and will use it.

The other fellow will have cracked porcelains and other troubles. When the plug is removed from the cylinder, provided it is of the separable kind, place the hexagon shell in a vise.

Then with a good wrench (not a Stillson) remove the packing nut or gland, working slowly and carefully so that neither the porcelain be cracked nor the gasket between porcelain and shell destroyed.

Not all have this gasket, but where used it would be well to keep new ones on hand along with new porcelains to replace those which develop defects.

With the porcelain removed, take a rag and gasoline and clean off all semblance to carbon and oil from the surface. Do not use a knife, file, steel scraper, sandpaper, emery paper, emery cloth, or any other abrasive substance on the porcelain.

The surface of this member is glazed and is intended to be perfectly smooth; carbon lodges less easily upon it when it is, and less easily upon the surface is easily removed. Any abrasive which will cut the glass even slightly causes a roughened surface and this presents an attraction to oil and carbon and they penetrate the poons porcelain and one might as well throw it away.

When a porcelain is so old that it cannot be cleaned with rag and gasoline it is a veteran that should be retired.

In cleaning look for hairline cracks, often so tiny they escape notice, and discard the porcelain showing them. They are the result of heat and under pressure leak electricity badly.

The interior of the shell needs cleaning in the same manner. Some are difficult to clean, but a little practice will make a speedy job possible, though too much speed is not desirable if one looks for that quality in the car as a result of the cleaning.

In reassembling as much care is needed as in taking the plug apart to insure that it will be leakproof. It should be tested when in the cylinder for leaks by squirting a few drops of oil about the packing gland and about the base and watching for bubbles under compression.

When reassembled the spark plug should be adjusted. With magneto ignition the usual gap is 1-64 inch; with battery ignition about 1-32 inch.

Experimenting between these two extremes should develop the ideal gap for the particular motor. When testing the plug removed from the cylinder they should be much greater to produce equal intensity.

Some plugs cannot be separated and while it is a little harder to clean out carbon, these seldom leak and cause loss of compression.

If the plug has layers of mica instead of porcelain for insulation, be sure not to loosen the retaining nut. If the laminations separate you never can get them together again and the plug will be useless.

Australia Demands Speedy Automobiles

Strong For Racing And Hill Climbing Events; Hudson Car Popular

The Australians are great people for motor-car speed events. Recently at Sydney, in eastern Australia, they had a hill climbing event which will go down in motor history as one of the most hotly contested tests of speed and endurance ever run on the island continent.

In addition to breaking the record for the course, Hudson super-sixes captured two firsts, two seconds and one third in the strenuous competition held under the auspices of the Automobile Club of Australia.

Artillery hill, National park, over which the races were held, is three-quarters of a mile long with six turns in the ascent. The first race, which was for private owners, was won by F. K. Tillock in a Hudson super-six. An eight-cylinder finished second, while T. R. M. Scott's Hudson won third place.

In the open event which was a handicapped race, Hunter's Hudson finished second to the eight, but the course was broken by Selman driving a Hudson, while Scott's super-six finished second and the eight-cylinder third.

In the latter event, Selman's time with the Hudson was 77 3-5 seconds, Scott's time with the Hudson was 78 seconds and the eight-cylinder's time was 78 2-5 seconds.

These time records show what a hotly contested race the Australians are prepared to put up. In the European scrap, these same Australians showed they were red-blooded fellows and liked a scrap just as well as they liked a speed or hill-climbing event. They also like Hudson super-sixes, of which there are thousands in the island continent.

RADIATOR LEAKS

Radiator leaks are often very hard to locate, especially when they are little ones. In these circumstances empty the radiator completely and blow smoke into it through a jeweller's blow pipe. This will discover the location of the leak. A little soft solder on the end of a wire will enable you to reach places where common soldering cannot be carried out.

TO REASSEMBLE AXLE

If the rear axle of a car comes off for repairs, then it is generally necessary to readjust the axle before replacement. This can be done very easily if the following method is used. Place the axle on two wooden blocks which are secured to the floor and clamp the axle to the blocks by pieces of strap iron or any other convenient fastener. Then secure to the forward end of the shaft a pulley which can be supported in a bracket. From one of the idle pulleys on the lineshaft overhead a belt can be run to this lower pulley. The axle now can be adjusted to a running fit, and the hum can be eliminated entirely.

Columbia Dry Batteries

Strength and Reliability

are of paramount importance in batteries. Both of these features are to be found in the Columbia. For all round service they are positively unequaled.

If you need dependable current to run your motor car, give the Columbia a trial. You will never regret it, and we are sure you will become a Columbia enthusiast. They are suitable for either heavy or light work.

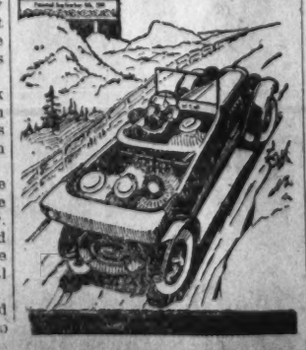
If you are looking for current to ring bells; operate telephones and signals; light lanterns; ignite traction or motor boats, use Columbia batteries.

Look for the Eagle Trade-Mark; it is a guarantee of efficiency and service.

The Fahnestock Spring Clip Binding Post, shown in the illustration, is a Columbia feature that sells batteries. With this Binding Post it is simply a matter of pressing down the spring and inserting the wire—and the connection is made.

DEALERS—Immediate deliveries can be made. Write for catalogues and details from

Anderson, Meyer & Co., Ltd.
4 Yuen Ming Yuen Road
Shanghai



White Trucks Move 60,000 Bushels Of Peaches

In handling highly perishable fruit crops, in the United States and in many parts of Europe, motor trucks are being used to great advantage. Fruit growers are constantly adding to their truck equipment. As an instance, the Miami Valley Fruit Company of Fort Valley, Ga., has purchased thirty-seven Whites in the last two years.

At the largest nursery and peach orchard "plant" in the United States, Harrisons' Nurseries at Berlin, Md., two White trucks carry the entire crop of 2,500 acres of peach trees—a crop that this year amounted to 60,000 bushels—from the orchards into refrigerator cars.

Harrisons' Nurseries, owned by State Senator Orlando and A. G. Harrison brothers, comprise 7,000 acres, with orchards and nurseries scattered over a four miles radius from the packing house, which is located on a spur track of one of the Pennsylvavnia lines.

Pickers in the orchards pick the peaches into five-eighths bushel baskets and the two Whites carry the baskets to the packing house. Ordinarily the trucks each carry 150 to 175 baskets, and they make twelve to fifteen trips a day each. On one particularly busy day one of the Whites made thirteen round trips, carrying 184 baskets on each trip, and made two runs to an orchard four miles away to carry employes. On another occasion one of the trucks carried a force of Harrison employes to an orchard at Easton, in which the Harrisons are interested, aided in picking and packing $16,000 worth of peaches, and carried its crew the seventy-miles back across the Eastern Shore peninsular to Berlin, all in six days.

"Dependability—that's the reason for our using White trucks," said G. A. Harrison. "Picking and packing peaches is all rush work. When the peaches are ready, we must be ready to pick and move them smoothly and swiftly. We simply must have transportation equipment that can be depended upon at all times. In summer temperatures a few hours delay may ruin hundreds of dollars worth of fruit or entail losses through idleness of employes. In either case delay would be costly. Our Whites have never failed us yet."

The peach season covers only a few weeks of each year, but throughout the year there is work at the Harrison plant for the two Whites. In winter they carry shipments of nursery stock to the railroad besides hauling fertiliser and other farm supplies and engaging in the many and varied jobs of transportation that continually present themselves.

AUTO TRADE NOTES

There has probably never been a better example of the utility of the motor car in connection with business usage than has been discovered among the officials of the Liberty Motor Car Company of Detroit.

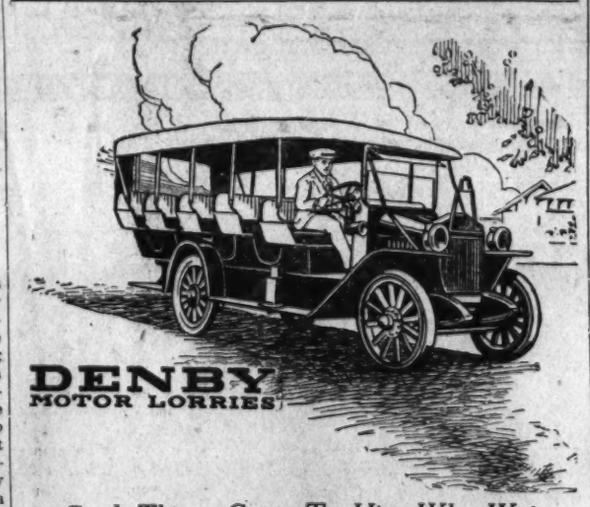
Rapid growth within the factory organisation has, of course, drawn many workmen and executives from other industries and even from other cities. These people naturally enough had lived near their work and it is surprisingly true that many of them have found it unnecessary to move, even though they lived out in the suburbs or in other nearby cities.

Not taking into consideration the large number of employes and office workers who live several miles from the Liberty factory, the officials themselves furnish an interesting example of how the motor car brings suburban residence within convenient reach of the down-town district.

The traffic manager of the company drives to and from the factory daily from his home in Ann Arbor, 44 miles away. The sales manager lives six miles from the factory, and the head of the advertising department drives 24 miles daily. The assistant engineer travels 23 miles, while the Secretary drives a distance of 11 miles each way, twice daily. And it is notably true that these men who use motor cars arrive at the factory in the morning more consistently on time than those who ride on the street railways.

KEEP THE HANDS CLEAN

A little vaseline rubbed on the hands before commencing any machine work will greatly facilitate cleansing the hands with soap and water when the job is done.



Good Things Come To Him Who Waits

NO one needs now accept a substitute because of the Denby factory being requisitioned for the war. You again can obtain the right Lorry for your own particular needs. An unprecedented stream of orders immediately upon the announcement of the armistice shows that wise purchasers preferred to wait until they could buy a Denby.

Load capacities: 1, 2, 2½, 3½, 5 tons.

Agent: E. W. FRAZAR, Tientsin and Peking

DENBY MOTOR TRUCK COMPANY
Export Department, Singer Building, New York, U. S. A.
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Insure Your Motor-Car

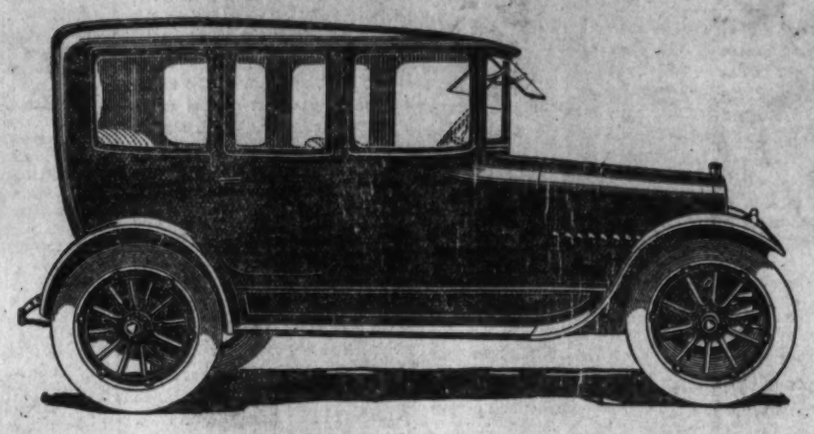
with the

Java Sea and Fire Insurance Company

3 Ezra Road, 1st floor. Tel. 70

LIBERAL CONDITIONS AND MODERATE RATES

A Famous Car by Famous Makers



HUDSON SUPER-SIX SEDAN

A Car *de luxe* for the discriminating motorist

The seating arrangement provides for five persons, besides which there are auxiliary seats for two more. The riding qualities are splendidly comfortable. Easily operated window lifts. In the summer side windows disappear and the rear posts on either side are removable.

COMFORT and LUXURY for the WINTER
COOLNESS and COMFORT for the SUMMER

HUDSON SUPER SIX

Inspect this beautiful car

HUDSON SUPER SIX

DODGE & SEYMOUR (China), LTD.

89-91, Rue Montauban

Tel. Central 322

MILEAGE RECORDS ARE THE BEST EVIDENCE

SAVAGE TIRES

Savage Wrapped Grip Tread, Savage Plain Tread, Savage Grafinite Tubes

RUGGED
STRONG
RESILIENT

An extraordinary mileage from a single set of tires MIGHT "just happen," but when thousands of satisfied Savage Tire users continue to report unusually high mileage it proves absolutely that Savage Tires and Tubes offer the greatest satisfaction.

HONEST
STURDY
WEAR-
RESISTING

DISTRIBUTORS FOR CHINA:—

The Shanghai Horse Bazaar & Motor Co., Ltd.

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Output At Packard Plant Now 1,500 Cars Monthly

Production Increased For Both Passenger Cars And Trucks; Other Detroit News

Detroit, September 16.—Packard Motors company officials can see nothing but continued prosperity in the auto world for some time to come. At present the demand for automobiles and trucks with the well known Packard trademark exceeds the output by 100 percent. That company is now producing 750 passenger cars and an equal number of trucks per month, the production being held back by inability to get sufficient steel, which is caused by the labor situation outside of Detroit.

On August 21 the company showed a balance on hand of $21,950,000, which included government certificates and securities. In October the company will cancel a $3,000,000 debenture issue at the end of the fiscal year, August 31. Results have been far in excess of expectations. The labor indications are excellent, although prices on material and labor have an upward tendency. This condition of course, is the same in all the great automobile industries in Michigan. During the past 60 days the demand for both passenger cars and trucks has increased wonderfully.

A merger involving two of the largest plants of their kind in the United States whereby the McCord Manufacturing company acquired the Russell Motor Axle company, was consummated this week.

BIGGEST RADIATOR CONCERN

Stockholders of the Russell Motor Axle company are to receive $50 per share in cash, $77.66 in 7 per cent preferred stock and one-half a share of McCord Manufacturing company common stock in exchange for transfer of $750,000 of capital stock to McCord control.

The McCord company with extensive plants in Detroit and Chicago, is the largest manufacturer of automobile radiators in the world. The absorbed concern was organized in 1909, and the McCord company one year previous. Combined assets are approximately $4,000,000.

The fourth allotment of motor trucks numbering 8,771 has been turned over to the bureau of public roads by the war department and in turn has been allotted to the various states. This makes a total of 20,522 trucks that have been distributed to the states for road construction and maintenance.

The last allotment includes nine types, and many used trucks, including miscellaneous light delivery, G. M. C., ¾-ton chassis, old and new; miscellaneous two-ton trucks, used and new; Pierce Arrow two-ton trucks, used and new; light aviation trucks, used; miscellaneous five-ton trucks, used; Pierce Arrow five-ton trucks, used and new, and new heavy aviation types.

Texas received the largest number of trucks, being allotted 500; New York was second with 427; Pennsylvania 394; Illinois 375, and Ohio 318. The Michigan allotment was 250.

Closing contracts with four large automobile companies, the Kelly-Springfield Tire company will show an increase in its business this year of about $10,000,000; the new contracts are with the Packard Motor Car company for standard equipment of passenger cars and trucks; Winton Motor Car company, standard equipment for passenger cars; Federal Motor Truck company, for pneumatic tires; White Motor Car company, standard equipment for passenger cars.

NEW LINCOLN CAR SOON

It is reported that the General Motors Trucks company of Pontiac is planning the expenditure of $1,000,000 for the construction of a warehouse 300x80 feet and an additional story to the General factory building to be used by the sales and engineering departments.

The auto fraternity is awaiting with eager interest the announcement of the car the Lincoln Motor company is expected to place on the market within the next few weeks. Since completion of its contract with the government for Liberty airplane motors the company's splendid new factory has been given over to experimentation, from which has evolved, it is said, a passenger car worthy in every respect of the reputation of the Lelands as builders of highclass motor vehicles.

No information has ever been volunteered to the public regarding the new Lincoln product by the company officials. It is rumored that the car will be an eight-cylinder model with V. type engine, weighing about 3,200 pounds. It is rumored, also that its price will be around $2,800. The Lincoln officials are expected to make a public announcement of the car within the next ten days.

Henry Ford is planning a factory at Mount Clemens to employ 300 or 400 persons. It is the plan to dam the Clinton river and install electrical generators. The investment contemplated is said to be $500,000. The plant will build parts.

During his recent libel suit Ford spent much of his time on the Clinton river with his surveyors.

A special meeting of the stockholders of the Paige Detroit Motor Car company was held September 2 at the plant, to vote on a new issue of preferred stock and proposed increase in capital. The outstanding preferred stock would be retired under the proposed plan.

The present authorized capital of the company is $3,500,000, of which $2,000,000 is common stock and $1,500,000 preferred. There is about $700,000 of the preferred stock outstanding. The directors would increase the authorized capital to $5,000,000 with $2,000,000 common stock and $3,000,000 preferred.

NEW WINDSHIELD ON COLE

Cole all-sedan models now are fitted with a new type of shield which consists of two distinct sections forming a V at the roof of the car and a separation of about 10 inches at the cowl. The outer section is composed of two panes of glass and the inner section of one. When the car is in motion a vacuum is created between the two sections of the shield and a current of air is drawn from within the car instead of into it. Snow and rain are thus forced out in a steady stream at either side between the two sections of the windshield.

DIRT IN FLOAT VALVE

The float valve may be worn, needing grinding. There may be a small piece of dirt in the valve which prevents it from seating.

To test the latter trouble, prime the carburetor freely to wash the dirt through into the float chamber. If drip continues the valve must be inspected.

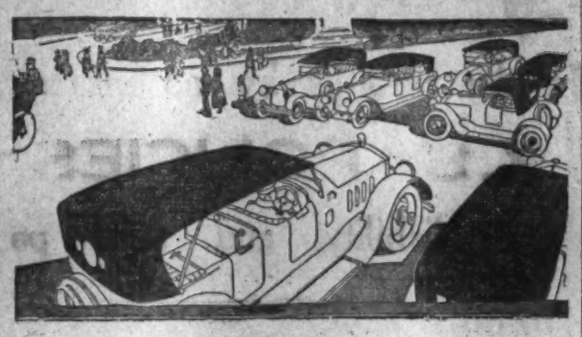
In The Motor World

London, England, November 7-16—Olympic Exhibition, Society of Motor Manufacturers and Trades.

New York, N. Y., January 3-10—Automobile Show, Auspices National Automobile Chamber of Commerce, Grand Central Palace; S. A. Miles, Manager.

Chicago, Ill., January 24-31—Automobile Show, Auspices National Automobile Chamber of Commerce, Coliseum; S. A. Miles, Manager.

Chicago, Ill., January 24-31—Truck show, Auspices National Automobile Chamber of Commerce, Drexel Pavilion; S. A. Miles, Manager.



NEVERLEEK
HOOD MATERIAL

THE comfort that comes to the driver and occupants of a motor car when out in a rainstorm with a hood that will never leak, is comfort beyond price. NEVERLEEK Material on your motor car hood gives you this comfort. Insist on NEVERLEEK for your hood. Every yard of "NEVERLEEK" is stamped "Guaranteed by the maker."

For sale by good dealers everywhere.
Correspondence solicited from the wholesale trade.

F. S. Carr Co., Boston, Mass., U. S. A.

KERMATH
AMERICA'S STANDARD FOUR CYCLE MARINE MOTOR

THE ALWAYS DEPENDABLE KERMATH

KERMATH MARINE MOTORS were the first 4-cylinder marine motors to demonstrate positively to users that the very best 4-cylinder, 4-cycle motor could be built at a reasonable price.

The experience of owners in every country where marine motors are used has proven them best by test. They are simply constructed, strong and sturdy.

We solicit correspondence from responsible dealers for exclusive representation in countries where we are not now represented.

KERMATH MANUFACTURING CO. Detroit, Mitch. U.S.A.
Cable Address, KERMATH.

Do Your Tires Know Where You Want To Go?

A SKID occurs when you try to steer your car in one direction but your tires insist on going in another.

Don't let your tires determine the direction of your car! Make them go where *you* decide.

Miller GEARED TO THE ROAD Tires

are built to obey your hand.

They're brimfull of "Mile Muscle," too. The rugged and sturdy vitality of Miller Tires is due to the retention of the Nature Vegetable Wax and Oil in the Cotton Fabric. The economy of Miller Tires lies in the excess mileage that you get.

It wil profit you to get acquainted with Miller Quality—*today!*

DODGE & SEYMOUR (China), LTD.
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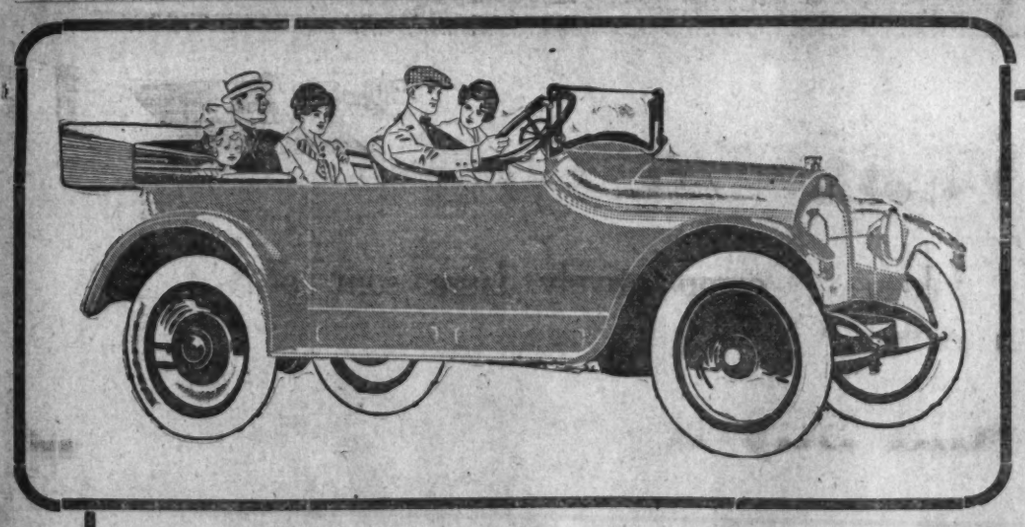
SOLE DISTRIBUTORS



Smart
Luxurious
Comfortable

THE OVERLAND "Model 90"

The Most Economical Car in Shanghai in Running and Upkeep Expenses

OVERLAND ADVANTAGES

in Appearance, Performance, Comfort and Prices, plus Overland Service, mean *lasting* satisfaction in the use of your car.

OVERLAND SERVICE

is founded on a definite policy that aims to eliminate delays, and to keep every Overland owner in full and uninterrupted enjoyment of his car.

We sell you the car and give you "OVERLAND SERVICE"

For demonstrations and full particulars apply to

THE CENTRAL GARAGE COMPANY

2a Jinkee Road — *SOLE AGENTS* — Tel. Central 3809

FOREIGN DEMAND CAUSE OF SHORTAGE IN CARS

Export Shipments Delay Filling Of Home Orders; Many To Far East

"It will interest dealers who are having great difficulty in getting their orders for automobiles filled at the factories that foreign orders for cars are playing havoc with the available supply," says George Stowe, President of the Mitchell Motor Car Company of New York.

"Many dealers who are chafing under the delay in getting cars are at a loss to understand why the factories should be so far behind in their orders. Not the least of the factors aggravating the present situation is the urgency for the moment to extend foreign business, even at the risk of sacrificing some business in the home market.

"A New York dealer who recently made the trip to the factory found his explanation of the difficulty in obtaining cars as he had passed through the shipping department and saw the number of cars marked for export.

Even the prohibitions that have existed against the exportation of automobiles to the Far East and South American markets have been developing in the mean time.

Striking instances are the exports to the Philippine Islands, which for the four months ended April 30 this year exceeded the whole exportation of automobiles for the islands in 1918 in value, and the number for that period was two-thirds of the total number exported in 1918.

To Japan for the four months mentioned in 1919 the automobiles exported were considerably in excess of the total number for 1918.

The number to Java for the first four months of 1919 was about the same as for the whole preceeding year."

Details Important In Big Auto Plants

Marmon And Nordyke Factory Believes In Efficiency In Every Branch, Says Agent

Ability to grasp the worth of an idea and to work out and improve that idea into something worth while is a leading attribute of the majority of American officers who entered the service from plant or factory. The army training and experience under the most adverse conditions have given them an insight into the needs of peace, as well as of war. Nowhere is this element present in greater degree than among those who served in either aviation or motor transport service.

The value of such efficient and careful training has been recognised to an exceptional degree in the automotive industry, and the big eastern manufacturers are bending every effort toward securing the services of men, originally trained to the motor car business, but who have had their post-graduate course in the school of war.

MARMON SEEKS BEST

"No factory has gone to such ends to secure the best there is in the executive line as the Nordyke and Marmon Co. of Indianapolis," declared Al. G. Faulkner, Marmon distributer, in discussing this new factor, which promises to affect the motor car industry through the injection of new ideas and new methods offered by the army trained executive.

"The experience gained by these men in handling transport over roads torn by shell and hub-deep in mud and water gives them a knowledge of 'how' and 'why' failures occur in any parts of a motor car. They have learned what to do best to avoid a break under excessive strain, and the kind of materials most suitable for use in certain conditions. The air service men know the whims and faults of a gasoline motor, and their training in attention to detail of construction and design should go far toward removing possible faults which may develop from time to time in motor car building and research work.

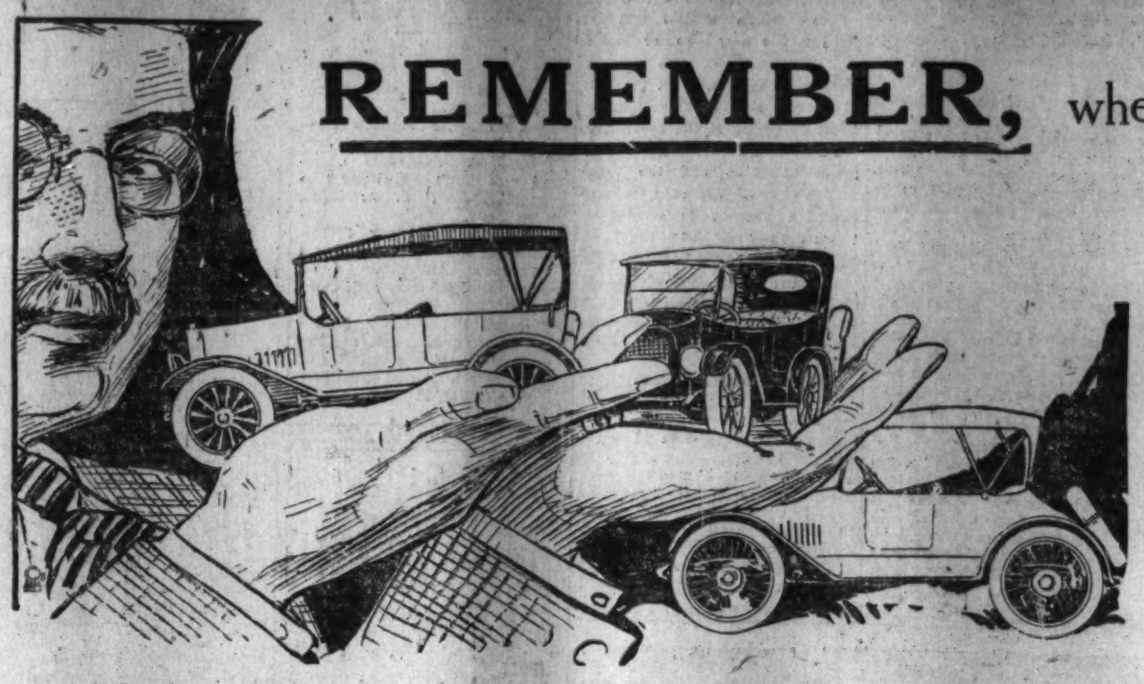
TWO EXAMPLES GIVEN

"Men like Lieutenant-Colonel Howard Marmon, who held a high position for two years in the organisation which developed and built the Liberty motor, and Col. Will H. Brown, late of the motor transport service and now superintendent of purchases for the Nordyke and Marmon plant, are the sort which a big company likes to have on its executive staff.

"They can be depended upon to see that every little detail work in the factory is up to the mark and that nothing but tested material enters into the power plant or chassis of the Marmon 34. Their presence gives us all confidence that previous standard will be lived up to in every way, and that if at any time an idea seems to promise additional quality to the car, the details will be worked out to the last fraction, and if suitable and it passes the test will be incorporated in the cars of the future."

DRIVING ON A FLAT

When it is absolutely necessary to run on a flat tire keep the tire in soft dirt if possible. If the trouble occurs downtown run on the tram track rather than on cobblestones.



REMEMBER, when buying a car that the transaction is not complete till you have taken out an

X. S. POLICY

for to buy a car one day and have an accident the next is by no means an uncommon experience.

X.S. POLICIES

relieve you of personal loss, liability and third party loss at small cost.

Write for Prospectus, which gives full information, to

C. E. SPARKE

INSURANCE OFFICE

AGENT

EXCESS INSURANCE COMPANY, LIMITED

Ford THE UNIVERSAL CAR

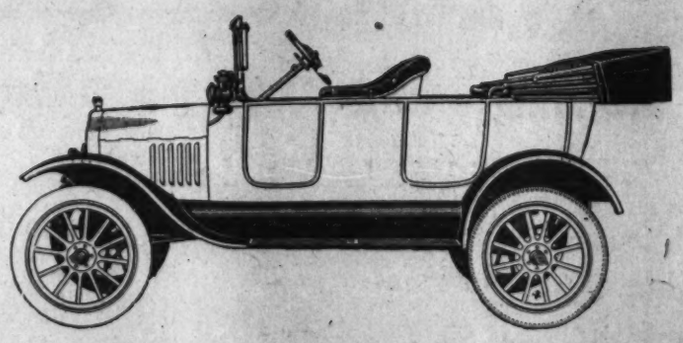
WITH EXCHANGE AT

Ford THE UNIVERSAL CAR

its present level, very few people would feel justified in sinking a comparatively large sum of money in the purchase of an expensive automobile. Quite right, too!

That is why you should buy a

FORD TOURING CAR



The cost is only

TAELS **800** EIGHT HUNDRED TAELS TAELS **800**

For this small sum of money you get a Powerful, Smart, Comfortable Car, in which it is a pleasure to ride And besides, the Upkeep and Operating Expenses are small.

For demonstrations and full particulars, apply to

Ford THE UNIVERSAL CAR

DODGE & SEYMOUR (China), LTD.

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Ford THE UNIVERSAL CAR

Sporting and Comic Picture Section
Sunday, November 9th, 1919

Bringing Up Father

GO TAKE THAT FOOL THING OFF THIS MINUTE - DO YOU HEAR ME?
BUT MAGGIE I'VE GOT TO LEAD A PARADE TODAY-
1
WELL NOW THAT YOU'VE GOT THE SUIT - KIN I GO AN' TELL THE BOYS I'LL NOT BE IN THE PARADE?
THIS UNIFORM GOES IN THE ASH-CAN AND YOU'LL NOT BUDGE OUT OF THIS HOUSE UNTIL I SAY SO-
2
AW! IT'S A CRIME TO DO THAT TO THAT UNIFORM!
THANK GOOD-NESS - THE ASH-MAN WILL BE HERE IN A LITTLE WHILE!
3
NOW YOU CAN GO OUT WITH ME WE'RE GOING TO CALL ON MRS. SPOOFEN!
BY GOLLY - YOU MUST STAY AWAKE NIGHTS - THINKIN' UP BUM PLACES TO GO!!!
4
HURRY - JAMES! I PROMISED MRS. SPOOFEN WE'D BE AT HER HOUSE EARLY!
5
I'M GLAD TO SEE THAT YOU TAKE AN INTEREST IN THE BEAUTIFUL FLOWERS AND SCENERY AROUND HERE-
OH! ISN'T THAT GRAND OVER THERE-
6
HERE WE ARE - THERE'S MRS. SPOOFEN ON THE LAWN!
3411
7
YOUR PLACE IS JUST BEAUTIFUL-
LISTEN - I'VE GOT A LITTLE CAR AND I'VE JUST LEARNED TO DRIVE - I WANT TO TAKE YOU FOR A SPIN-
I'LL WAIT HERE-
8
BY GOLLY! I KIN MAKE IT IF I HURRY!
9
OH! GOODNESS - WE'LL HAVE TO WAIT UNTIL THIS PARADE PASSES-
OH! I DON'T MIND - I THINK IT'S FUN!
10
CAN I BELIEVE MY EYES - ISN'T THAT YOUR HUSBAND?
AWK!!
?
11
COME HERE!!
RUN - YOU ICE WAGON - RUN!! GIDDAP!!!
GMCMANUS
12

The China Press

SPORT SECTION

SHANGHAI, SUNDAY, NOVEMBER 9, 1919

POLICE DEFEAT WHIZZBANGS 6-0

Have Easy Time In Only League Game Played In Rain

ST. JOHN'S AGAIN WIN

Collegians, On Wet Field, Take Rangers Into Camp By 3-0 Score

The football program for the week-end was upset yesterday because of rain and misunderstanding as to whether or not the grounds were to be open.

The S. F. C. were to have played at the Park, some of the team were informed, as were also some of the St. Xavier team, that the ground was closed, others were told the match was to be on the Race Course—result nothing doing.

With the exception of the S.M.P. 6-0 win over the Whizzbangs and the Rangers defeat by St. John's University, 3-0, all games scheduled for yesterday will probably be played off at some later date and on a fine day.

It is a pity players and secretaries of the various clubs in Shanghai cannot come to some understanding where all can be informed so as not to repeat the inconveniences caused yesterday.

WHIZZBANGS LOSE

Defeat, to the tune of 6-0, was the lot of the Whizzbangs Football Club yesterday afternoon, in their advent into Senior League football, against the Police Football Club on the latter club's grounds.

Play was of the scrappiest seen in Shanghai for a very long time, and with the inclement weather and the handicap the Whizzbangs had through only nine of their number turning out, the match as a whole was far from league style. Even the referee was feeling glum for, more than once, little items which should have called for the whistle against both sides were let go abegging.

The Whizzbangs had the north end to defend in the first half and the Police with this advantage, for there was a light northeasterly breeze blowing throughout the afternoon, were soon on the offensive.

The first half brought four tallies for the bobbies, two goals through Biggs, one through Norton and the fourth through Knight. The defence of the Whizzbangs during this part of the game was, considering their disadvantage, not at all bad and their goalie can congratulate himself on one or two very nice saves.

With the change over the Police team was held slightly more in check but for all that they were throughout the half the aggressors.

Sam Knight and one of the Whizzbangs were responsible for the two tallies in the second half.

It would be a waste of time criticising any of the players on their display for with the slippery leather and wet ground, no one could show to advantage.

ST. JOHN'S BEAT RANGERS

St. John's University football team defeated the Rangers yesterday afternoon at St. John's by a score of 3-0. The wet field handicapped the players of both elevens. St. John's forwards lost many opportunities to score.

FOOTBALL PLAYERS TO PRACTICE TODAY

American Gridiron Stars Urged To Show Up For Drill This Afternoon

American Athletic Club footballers have two courses open this week. One is a program of stiff practice sessions that will get the husky outfit into shape for the game scheduled for Saturday with the sailors from the U.S.S. Wilmington and the other is a continuance of the program already followed which will mean certain defeat.

Few showed up for practice yesterday and Captain H. D. Rodger has announced a signal drill for this afternoon at 2:30 o'clock, rain or shine. All men who have had previous football experience are urged to be out as several who had been figured on to play with the team have decided not to show.

The eleven has lost a stellar halfback in Bobby Gill, the baseball pitcher, who has decided not to play. Others who were expected out have not appeared at practice sessions regularly. It is planned to select the men for the various positions at this afternoon's practice and a big squad is anticipated. The practice will be at the Race Course.

Sport And Stage -:- By Domino

RHYMES OF THE TIMES

While Reuter cables us the news
Of goings on in Prussia,
Of Balfour's Palestine for Jews,
Of Bolsheviki Russia,
And Johnson as a Senator
Would limit votes for British,
The Shanghai man
Can soon see "Ann"
So pert, petite and skittish.

* * *

A year has almost passed away
Since Armistice was granted,
But still the Kaiser (?) day by day
In Holland's safely planted,
While Little Willie roams around
They say he's getting leaner—
When will this pair
Of rotters rare
Reside in St. Helena?

* * *

I see the merchant princes now
In conference are facing
The traders woes, and their pow wow
Just happens when we're racing,
Though Johnstone hears of China's wars
And blesses Gen'ral Gordon,
If John Peel wins
Then sundry gins
He'll stand to Sir John Jordan.

* * *

Exchange may fall, exchange may rise,
But say, folk, we should worry,
The races cure the taipans' sighs
The brokers cease to hurry,
The ladies don their dresses new
Each wants to be the leader—
They hope to pay
Their bills some day
By backing Mr. Vida.

* * *

DANCE AT SHANGHAI CLUB

Neat cards of invitation have been received by all kinds of nice people inviting them to a dance at the Shanghai Club on Tuesday next, and it is to remind them that just a year ago the last shots were heard on the Western Front; the last ships were preys to the ever watchful Hun submarine and the last was heard of the Kaiser. With the Armistice Little Willie' and 'Papa Wilhelm' retired into private life awaiting the time when they both would be called upon to answer for outranges committed upon humanity. They are still waiting for the day and there is some little doubt now as to whether it will ever come.

The last week has seen Senator Johnson trying to take away some of the votes that Great Britain ought to have; it has seen Lloyd George confounding his critics; it has seen miners in America refuse to dig coal, thus keeping the ships in port; it has seen topsy-turvydom in Russia; it has welcomed Sir John Jordan to Shanghai and the Commercial Conference; and last but not by any means least, it has seen the ponies getting busy doing the last quarter in 29, and the mile in 2.12., and everyone prophesies that Castlewood is bound to win the Champions. Will Maresfield get the Leger? Certainly the topics for rhymes of the times are plentiful.

* * *

SOMETHING ABOUT 'ANN'

To explain what "Ann" really does to gain herself the distinction of giving the title to the new A.D.C. production at the Lyceum Theater next Wednesday, it will be necessary to say a few words as to the circumstances that led up to her doing of it. An American lady journalist, of the type I had thought long extinct, falls crazily in love with young Edward Hargraves as a result of reading his first novel "Hannah's Honeymoon." What so attracted her to him was his apparent hopeless ignorance of women as revealed in his book.

On the pretext of wanting an interview, she worms her way, via the fire escape, into his room at the hotel, at which are in residence he and the whole of his family, also his boyhood's girl friend from a cathedral town. At the end of the first interview she pleasantly tells him that she is the woman that he is going to marry, despite the fact that a few minutes before he has already, on the telephone, proposed to and been accepted by Evangeline, boyhood's said girl friend.

The interest hinges on what will happen when the two claimants for his hand meet. During the second act Evangeline proves herself before Hargraves, the family, and the audience, to be with a vengeance ex urbe cathedra. One is therefore prepared for the inevitable jilt, which would, of course, be stage managed by Ann. Mr. Lechmere Worrall, the author, though he squared up the situation in the expected way, achieved the obvious by anything but the obvious method.

Just what these methods are need not be given away just now. They are decidedly original and keep the audience on the tip-toe of expectation right till the fall of the final curtain. Practically the whole of a lady's intimate wardrobe is needed for the final solution of the plot and the finish is quite nice, especially for the poor author who knew nothing about women. He certainly learned things in those 24 hours through which the action of the play runs.

It should be noted that the curtain will rise at 9.15 o'clock sharp, and carriages, ricshas, motors or other means of conveyances can be ordered for 11:30 p.m.

* * *

EDGAR WARWICK COMING

Edgar Warwick, the taipan of the Vanity Fair Company passed through Shanghai on Thursday, on his way to Hankow. He intends to play at the river port for a few nights and will then return to our city to open at the Lyceum Theater on the 18th inst. The old jester of the Court Cards was very merry and bright and spoke very enthusiastically about the little pack that he has brought with him this time.

"I have singers, dancers, talkers, laughers and money-makers with me; they make most of the money for themselves but if they are happy, well, I should worry," said Edgar with his captivating smile.

He has left Miss Eileen Dawn behind him and she is busy all day long getting things ready to hit the local playgoer hard with all those new editions. I wonder what there is about the new scenery. Both Warwick and Miss Dawn says it will tickle—but how?

When Vanity Fair has finished entertaining Shanghai it is the intention of Mr. Edgar Warwick to make a trip North to Tientsin, and then on to Peking. He will probably miss Japan. Has this got anything to do with the boycott, I wonder? Then the company will return to India by easy stages.

* * *

BIG FOOTBALL YEAR

Football has now got well into its stride and except for a temporary interruption while the ponies canter around next Saturday, the Race Course will be alive week by week with football teams galore. I notice that both the Rocs and the Shanghai Football Club have started away in fine style, while the Police and the St. Xaviers have met with reverses. The Whizz Bangs have not gone off yet, but they will scatter terror before they have finished.

Among the Second Leaguers a new team has made its appearance and looks good, this is the Rangers. The Rangers started their career last season when Mr. C. R. Cooper of Messrs. Reiss and Company tried to get an eleven to represent his firm. He found it difficult to get sufficient players to turn out teams Saturday by Saturday, but at last it was decided to call in a few friends, but to limit the membership so that everyone would have a chance of a game. It was the original intention of the club to only play friendly matches and this worked splendidly last season.

This year at the general meeting it was the popular feeling that the Rangers should come into the public eye by entering the Second League and the start last week was promising for the youngsters won in splendid style. One of the excellent features about the new club is that all the members are players and all will have chances of playing during the season. The present personnel of the team is:

Goal—Anderson.

Backs—Day and Rawsthorne.

Halves—Wilson, Henry and Evans.

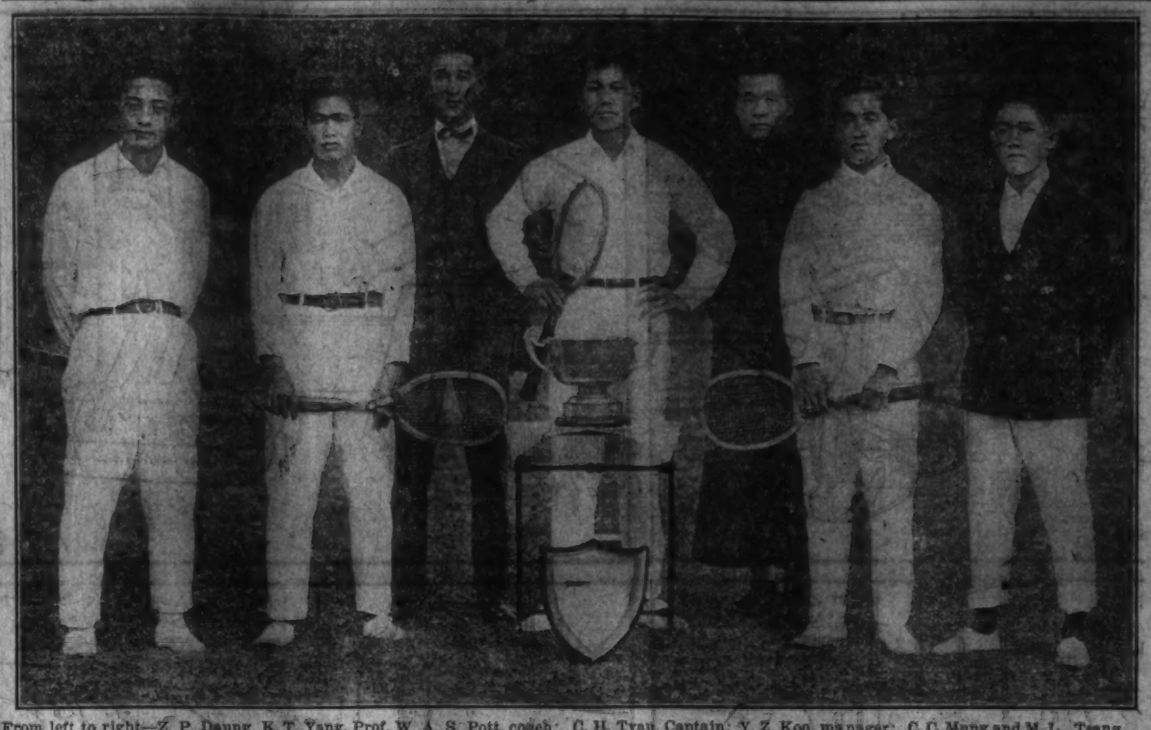
Forwards—Bauld, Hunt, Nash, Fardel and Atkinson.

The forwards are light but keep well together. All the halves are keen, especially Evans, who never seems to tire. Henry has plenty of beef in his kick, and although he does not give appearance of being fast, always seems to get there when he is wanted. Rawsthorne has already proved his worth so well that more than one senior combination would like to have his services in the back line.

I like to see the way these youngsters got together and form their own little team. It all adds to the interest of the sport, and also calls out more players and less spectators. What a happy lot the referee's would be if there

(Continued on Page 3)

East China Intercollegiate Tennis Champions



From left to right—Z. P. Daung, K. T. Yang, Prof. W. A. S. Pott, coach; C. H. Tyau, Captain; Y. Z. Koo, manager; C. C. Mung and M. L. Tsang.

By defeating Soochow University on November first, St. John's University again won the tennis championship of the East China Intercollegiate Athletic Association and gained its third leg on the handsome Slazenger Cup presented to the Association through Mr. N. L. Ramsay, Shanghai.

The cup was first won by Soochow University in 1916. Nanyang obtained one leg in the fall of 1918. St. John's won in 1917, 1918 and 1919. The tournaments in the Intercollegiate Association have been on the plan of the Davis Cup matches in the West, that is, four singles and a double, with two singles players each playing two singles.

In its recent victory St. John's defeated Nanyang three matches to two, Baptist College, four matches to one, and Soochow, which had previously won from Hangchow University and Nanking University in the preliminaries, five to zero.

The somewhat decisive victory over Soochow, in which St. John's did not lose a set in the five matches played, showed the well balanced character of the team.

It should however be said that the St. John's team was in top form on the day it met Soochow and judging from form displayed in the recent intercollegiate matches a tournament between Soochow and either Baptist or Nanyang would be anybody's tournament.

Of the players in the association Tyau of St. John's and Sze of Nanyang are unquestionably the pick, with the latter having at present the edge. His steadiness is a great asset against young and inexperienced players.

To one who has observed the play among the colleges of the association in recent years, the great progress and improvement in all departments of the game is noteworthy, the quality of tennis displayed is really worth watching and will be still more worth while with improvement in doubles play and volleying in general.

With the Slazenger Cup now won outright by St. John's it is hoped that the Intercollegiate Association will be fortunate enough to secure another Cup to be played for as an encouragement of this very popular branch of sport.

At The Theaters

The Apollo Theater will show an unusual and exciting picture, "The New York Peacock," beginning tomorrow night. The famous Valeska Suratt is featured. It is a story in which Miss Suratt has a splendid chance to display her really fine histrionic ability and her wardrobe in this picture is most lavish. The comedy picture will be Harold Lloyd in "Swat the Crook," and the Pathe British and American Gazette will be shown.

Norma Talmadge in "The Devil's Needle" will be the headliner at today's matinee and also at tonight's performance.

The Russian Grand Opera's program for the week beginning tonight is as follows: "Boris Jodounov;" Monday, "The Huguenots;" Tuesday, "The Gypsy Baron;" Wednesday, "Gioconda;" Thursday, "The Tsar's Bride;" and on Friday, "Troubadour."

The Towa Cinema Theater will show the ninth and tenth episodes of the "Girl from Frisco" tonight, with Charlie Chaplin in "Cupid in a Hospital" as the comedy. There will also be some fine scenic films.

The Charles Margelis Vaudeville Company will appear tomorrow night at the Victoria Theater. This is an excellent all-star vaudeville company, the two wonderful pictures "The Bond Between," and "Wild Animals," is a special film for children, help to complete a performance that is one of the best that has ever appeared in Shanghai.

The eleventh and twelth episodes of "The Bull's Eye" will be shown tonight at the New Helen Theater and there will be two reels of comedies, one reel being a Charlie Chaplin picture.

Czech Chess Wizard Wants A Game Here

If anyone in Shanghai thinks he can play chess there is a challenge awaiting him on board the Czecho-Slovak transport Heffron, Capt. Hionadko, veteran of five years of war and Czech chess champion, wants to meet the best players that this city can present. In Kobe a few weeks ago as an exhibit of his powers he met 28 opponents of all nationalities and played them all simultaneously. The outcome was success for the Czech in 27 out of the 28 games. The Heffron will leave some time Monday. The chess player who wanders down to the Shanghai-Hongkew wharf and takes a sampan today or tomorrow across to the ship will meet a warm welcome.

Shanghai Races—Autumn Training

Saturday, November 8.

Pony.	Rider	¼ mile	½ mile	¾ mile	1 mile	1¼ miles	1½ miles	1¾ miles	2 miles	Last quarter
Dancing Bird	JKB	31.2	1.03.1				..	..	..	31.4
Tatouillard	GW	38	1.13	1.45	2.16.4		..	..	..	31.4
Jomsborg	WGC	35	1.08	1.39.3			..	..	..	31.3
Rosewood	boy	35.4	1.09	1.41	2.12.4		..	..	..	31.4
Scesaplana	GW	36	1.08.2	1.40.2			..	..	.. (sub)	32
Rouble	SAS	39.3	1.17	1.51.4	2.22.3		..	..	..	30.4
Maresfield	RFS	38.4	1.14.1	1.50	2.23.2	2.56.2	..	..	..	33
September Morn .	boy	33	1.05.2	1.40			..	..	..	34.3
Jumbo	LGT			1.40			..	..	.. (sub)	34.3
Castlewood	boy	31.2	1.01.1	1.33.1			..	..	..	32
Homebird	JKB	32.2	1.03.3				..	..	..	31.1
Scala	WGC	34.4	1.06.2	1.38			..	..	..	31.3
Heron	WH	34.1	1.07.3	1.39.3	2.11.1		..	..	..	31.3
Beautysand	boy	35	1.11.2	1.45			..	..	..	33.3
Tichfield	RFS	38.1	1.11	1.47.1	2.20.4		..	..	..	33.3
Silver Streak	JJ	32	1.04.2			(last ½)	..	..	..	32.2
Cyrano	SBMB	32	1.06.2			(last ½ of ¾)	..	..	..	34.2
Triumph	boy	37.2	1.12.2	1.45.2	2.17		..	..	..	31.3
Majuba	WJW	36.4	1.09.1	1.41.1			..	..	..	32
Mafeking	boy		beaten by 6 lengths				..	..	.. (sub)	—
Blue Devil	LGT	34.2	1.11.1	1.45			..	..	.. (sub)	33.4
Corncrake	WH	39	1.15.2	—	2.19		..	..	..	—
Castlefield	RFS	41	1.16.2	1.50	2.23.2		..	..	..	32.2
Mountain King ..	CRB	37.2	1.11.3	1.42.3	2.14.3		..	..	..	32
Sandy	JJ	34.2	1.06.1	1.38.2			..	..	..	32.1
Oronoco	RMD	33	1.05.4	1.39			..	..	.. (sub)	33.1
Wilson	AK	37.2	1.13	1.46.1	2.17.4		..	..	..	31.3
Runaway	boy	41	1.17	1.50.3			..	..	..	33.3
Red Robe	SBMB	36.2	1.11	1.43.3	2.18.3		..	..	..	35
Midas	CRB	38	1.13.4	1.47.4	2.20		..	..	..	32.1
Pennyfield	RFS	36.4	1.11	1.45	2.18.4		..	..	..	33.4
Knatsford	SAS		1.05.4				..	..	.. (sub)	—
Halloween	JJ	34	1.08.2	1.38.2			..	..	..	32
Coinsurance	WJW	36	1.09	1.40.1			..	..	.. (sub)	31.1
The Oriole	WH	35.3	1.14.3	1.50.2	2.24.2	2.54.3	..	..	..	30.1
Albion Dahlia ...	WGC	39	1.17.1	1.52.3	2.25.3	2.56.7	..	..	..	31.4
Kowloon	boy	31.3	1.03.1				..	..	..	31.3
Bixshoote	MOS	30.2	1.04				..	..	..	33.3
Red Fox	boy	30.1	1.03.3				..	..	.. (sub)	33.2
Lightning Raider .	boy		beaten by 5 lengths				..	..	.. (sub)	—
Gulfsand	FV	37	1.12.2	1.46.3	2.19		..	..	..	32.2
Old Joe	JR	33	1.06	1.39			..	..	..	33
Last Call	JJ	43.3	1.06.1	1.38.3			..	..	.. (sub)	32.2
Gladiator	CRB	36.4	1.12.2	1.48.1	2.20.2	2.53.2	..	..	..	33
Revenge	WJW	38.3	1.15.2	1.48.4	2.20		..	..	..	31.1
Greysand	boy	—	1.10	1.42.3	2.15		..	..	..	32.2
Bulbul	boy	33.3	1.05	1.37.2		(last ¾ of one)	..	..	..	32.2
Nigger Minstrel ..	WH	32	1.02.2	1.34.4			..	..	..	32.2
Night Hawk	boy	36	1.11	1.46	2.16.3		..	..	..	30.3
Golden Plume ...	WAD	36	1.08.3	1.40.2	2.15.4		..	..	..	35.2
Dumpling	boy		distanced				..	..	..	—
Young Alf	CRB	37.3	1.14	1.47.4	2.21		..	..	.. (sub)	33.1
Plaything	JJ	36.1	1.10.2	1.43	2.16.3		..	..	..	33.3
Hinode	WJW	38	1.11.2	1.44.3	2.17.4		..	..	..	33.1
Iron Duke	FV	34.3	1.07.1	1.39			..	..	..	31.4
Victoria	TKB	38.3	1.09.3	1.41.1	2.13.4		..	..	..	32.3
White Streak	TKB	39	1.16	1.51	2.24	2.57	..	..	..	33
Brilliant Dahlia ..	CRB	37	1.15.2	1.50	2.23.4	2.56.3	(last 1¼ of 1½)		..	32.4
Standard Dahlia .	RMD	35.2	1.09.1	1.41.1	2.12.2		..	..	..	31.1
Little Dipper	boy	37.3	1.12.1	1.45.2	2.18		..	..	..	32.3
White Fox	AVW			1.43	2.16		..	..	..	33
Fairylight	TH			1.42	2.15		..	..	..	33
Prairiewind	TH			1.47	2.21		..	..	..	34
Privateer	TH		1.17.3	1.50			..	..	.. (sub)	32.2
All Red	AK	33	1.04				..	..	.. (sub)	31
All Black	FV		1.05				..	..	.. (sub)	32
Shiplake	boy	34.1	1.07.3	1.41.2			..	..	..	33.4
Blotting Paper ..	JJ			1.44			..	..	.. (sub)	—
King David	boy			1.44			..	..	.. (sub)	—
Dice Box	boy			1.44			..	..	.. (sub)	—

All on the sand.

RACE MEETING ON TOMORROW

Final Gallops Marked By Rain But Ponies Are In Fine Trim

MARESFIELD IS FAVORITE

Champions Selling Lottery Shows Sutterle Stables To Be Popular

The Autumn races start tomorrow. The final training gallops were marred by the wet track but the excellent times made on sand vouch for the condition of the ponies.

The first weighing bell will be rung at 11:30 o'clock each day. Ten races are scheduled tomorrow and Tuesday while Wednesday Champions Day, and Saturday will see nine events.

THE CHINA PRESS will issue tips each race day.

The rain yesterday morning was a great disappointment to the many racing enthusiasts who turned up at the grand stand to watch the final gallops before the race meeting. The grass course, therefore, was not open, so owners had to content themselves with the sand training course, which in spite of the wet was quite fast.

The number of prominent racing visitors from outports has increased considerably the last few days and there is no doubt the Race Club will have to cater for a record attendance, even though the wet weather should continue, which it is hoped will not be so.

The members' Champions cash sweep will most likely prove a record one this Autumn, and the fortunate winner will have the benefit of the high exchange rate, should he convert the prize into gold.

Arrangements for the coming meeting are the best that can be made with the present old stands and perhaps for next Autumn we will have the long and much-needed new buildings, stands and arrangements for the public.

OLD PONIES

Castlewood showed this morning that he is still in excellent trim and can travel "some." Given a fairly dry course he should win every event he starts in, but with a very wet course he may not prove so successful. After this pony all others seem to be doing about the same, the prominent ones being Triumph, Night Hawk, Tickfield, Rosewood, Gladiator, Nigger Minstrel, Standard Dahlia and The Oriole, who will no doubt all qualify for the Champions.

Castlefield was out for a short run but this very popular old race pony, now seems to be showing his age and it is possible he may not start at the meeting.

LEGER PONIES

This event still seems to be a foregone conclusion for the "Field" Stable and tipsters think that either Maresfield or Petersfield will finish first and second.

The Heron went one mile in 2.11 1-5, finishing strongly, but as he has only won short distance races in the Spring it is hard to tell whether he can last the Leger distance. Wilson is going much better with his Hongkong "Jock" and will make a good try for a "place." In some quarters Hallowe'en is much fancied and there is no doubt that his rider will get as much out of him as possible.

Mountain King, winner of the Hongkong Derby, went well with his rider, finishing in 32 with plenty to spare, but although he is very fit it is doubtful whether he can carry 157 lbs. to victory in this hard race.

SUBSCRIPTION GRIFFINS

Last Call II should win the Sub-Griffin Stakes but Scesaplana and Coinsurance will make him gallop to secure premier honors. Young Alf will probably start in a later event—the mile race—but his showing this morning did not please some. Other subs. perform consistently and the racing in this class should be good.

GRIFFINS

Are a poor lot and griffin races will be considerably below the usual standard. Among the griffins, Plaything, The Pelican, Castlesand, Gulfsand and The Home Bird are the best and about level. The Maiden Stakes should be won by Harry and Joe's Plaything.

Lotteries were held at the Race Club yesterday evening and the following were favorites:

In The Leger Selling Lottery

1st—Maresfield.

2nd—Mountain King.

3rd—Heron.

In the Champions Selling Lottery

1st—F. W. Sutterle Stables.

2nd—H. E. Morriss.
3rd—Winsome and Hasty.

TOMORROW'S RACES

1.—Maloo Plate, half mile.
2.—Criterion Stakes, one mile.
3.—Maiden Stakes, three-quarters of a mile.
4.—Fah-Wah Stakes, one mile and a half.
5.—Subscription Griffin Stakes, three-quarters of a mile.
6.—Shanghai St. Leger, one mile and three-quarters.
7.—Eclipse Stakes, one mile and a quarter.
8.—Autumn Cup, one mile and a quarter.
9.—Whangpoo Stakes, one mile and a half.
10.—Kaigan Plate, one mile.

TUESDAY'S RACES

1.—Northern Cup, three-quarters of a mile.
2.—China Cup, one mile.
3.—Shanghai Stakes, one mile and a half.
4.—Pagoda Cup, one mile and a quarter.
5.—Lima Miau Stakes, two miles.
6.—Rubicon Plate, one mile and a quarter.
7.—Racing Stakes, one mile and a quarter.
8.—Sycee Stakes, seven furlongs.
9.—Siccawei Plate, one mile and a quarter.
10.—Mongolian Plate, seven furlongs.

WEDNESDAY'S RACES

1.—Flyaway Plate, seven furlongs.
2.—Grand Stand Stakes, one mile.
3.—Pari-mutuel Cup, one mile and a half.
4.—Jockey Cup, one mile and a quarter.
5.—Bubbling Well Cup, one mile and a quarter.
6.—Sub-Griffins Consolation Cup, one mile and a quarter.
7.—Champion Sweepstakes, one mile and a quarter.
8.—Jessfield Cup, one mile and a quarter.
9.—Wayside Cup, seven furlongs.

SATURDAY'S RACES

1.—Sub-Griffins Handicap, one mile and a quarter.
2.—Autumn Handicap, one mile and a quarter.
3.—Griffins Handicap, one mile and a quarter.
4.—Grand National Steeplechase, twice round.
5.—Consolation Cup, one mile and a quarter.
6.—Manchu Stakes, one mile and a quarter.
7.—Nil Desperandum Cup, five furlongs.
8.—Griffins Nil Desperandum Cup, five furlongs.
9.—Mafoos Race, one mile and a quarter.

Chinese Athletic Records To Be Made Official

Records made by Chinese athletes since 1913 will be officially recognised at a meeting of delegates from all over the country meeting here to form the Chinese National Amateur Athletic Association. The meeting will be held at the Chinese Young Men's Christian Association on Wednesday morning, November 19, at 9:30 o'clock.

A constitution will be discussed and adopted and the tentative records will be made official. Men who were active with the China team at the Far Eastern Olympic Games are taking an active part in forming the new association the aim of which is to establish amateur athletics in China on a firm basis.

A list of the records to be made official follows:

Event	Record	School	Where Made	When
100 yard dash	10 2-5"	Tangshan Eag.	Tientsin	1914
		Nanyang	Hangchow	1918
220 yard dash	23 2-5"	Tsing Hua	Peking	1918
		Nanyang	Shanghai	1919
440 yard dash	54"	Tungchow-Union	Shanghai	1915
Half mile run	2'06 2-5"	Tientsin Nankai	Shanghai	1915
One mile run	4'50 4-5"	Tientsin Nankai	Shanghai	1915
3 mile run	18'10 3-5"	F'tien Sec. Nor.	Paotingfu	1918
5 mile run	30'01 2-5"	Tungchow Union	Peking	1915
120 yard hurdles	17 1-5"	Nanyang	Shanghai	1919
220 yard hurdles	26 3-5"	Tungchow Union	Paotingfu	1918
Half mile relay	1'40 2-5"	St. John's Uni.	Soochow	1914
One mile relay	3'53 2-5"	Tsing Hua	Peking	1919
Running broad jump	21'7"	Nanyang	Hangchow	1918
Running high jump	5'9"	T'sin Anglo-Chinese	Peking	1916
Pole vault	10'9"	Tsing Hua	Peking	1919
12 lb. shot put	42'5½	Tsing Hua	Taiyuanfu	1919
Discus throw	104'10"	Nanyang	Shanghai	1919
Javelin throw	132'1"	Peking University	Peking	1919
Hop. Sept. S jump	41'11"	Peking Normal	Peking	1918
Pentathlon	345	Peking Nor.	Paotingfu	1918
Decathlon	709	Peking Normal	Taiyuanfu	1919
Best Middle School Records		**(Middle School meets only).**		
100 yard dash	10 4-5"	Paotingfu P.M.	Paotingfu	1918
220 yard dash	24 4-5"	Paotingfu P.M.	Paotingfu	1918
		P'tingfu Sec. Nor.	P'tingfu	1918
440 yard dash	58 1-5"	P'tien Sec. Nor.	Taiyuanfu	1919
Half mile run	2'10 3-5"	P'tingfu Y. T. Mid.	T'yuanfu	1919
One mile run	5'04 2-5"	P'tingfu Y. T. Mid.	T'yuanfu	1919
3 mile run	18'29"	P'tingfu Govt. Mid.	P'tingfu	1917
Half mile relay	1'46 3-5"	P'tingfu Govt. Mid.	P'tingfu	1918
One mile relay	4'06 4-5"	P'tingfu Sec. Nor.	Paotingfu	1918
120 yard hurdles	17 3-5"	T'sin Anglo-Chin.	P'tingfu	1918
230 yard hurles	28 1-5"	Chichow Gov. Mid.	P'tingfu	1918
		Paotingfu Sec. Nor.	P'tingfu	1918
12 lb. shot put	35'4¾"	Peking Hui Wen	Paotingfu	1918
Discus throw	94'3"	Pao'fu Nor. All. Mid.	Tai'fu	1919
Javelin throw	126'9"	P'tingfu Sec. Nor.	T'yuanfu	1919
Pole Vault	9'7"	Shuntefu Fourth Nor.	Tai'fu	1919
Running broad jump	19'4"	Kaifengfu Govt. Mid.	Tai'fu	1919
Running high jump	5'3"	P'tingfu Govt. Mid.	P'tingfu	1918
		P'tingfu Govt. Mid.	T'yuanfu	1919

Shanghai Oarsmen Plan Winter Sports

Basket Ball Schedule Being Worked Out; Handball To Be Feature

Plans have been formulated by the Shanghai Rowing Club to hold various forms of winter sports in the gymnasium during the winter.

Basket ball will be played on Tuesdays, Thursdays and Saturdays, handball on Mondays and Fridays and there will physical drill on Wednesdays. The schedule goes into effect tomorrow and the first basket ball practice takes place on Tuesday afternoon at 5:30 o'clock.

A basket ball team is being planned by the club. The teams will line up in accordance with the nationalities if possible. America and Great Britain might be able to put up two or more teams. A picked five will be chosen to represent the club against other organisations.

Hand ball enthusiasts will be out tomorrow. A tournament similar to the one run last year, will be held.

If sufficient members are interested in the exercises, a gym class will be formed.

TO TEACH LADS BASEBALL

Such Is Lange's Scheme To Popularise Game In France

"The French poilu can't seem to get the hang of American baseball, and the sport won't ever be the rage in France until the 10-cent ball and the 10-year-old kid are properly introduced," is the way Bill Lange, famous as a centerfielder, sizes up the situation.

Lange is back in the United States after a period of coaching soldier baseball teams in France for the Y.M.C.A. Athletic Department, and he isn't optimistic about the future of the American national sport in Normandy and vicinity until the French youngsters get acquainted with the game.

"You've got to teach 'em baseball young or they won't get the enthusiasm for it that characterises the grand old game in this country," explained Lange. "In America a kid from the time he can walk is tossing a ball around. He generally sleeps, eats, and talks baseball during a certain stage of his childhood. The boy isn't awkward then, and just naturally learns the game right.

"Now in France the situation is different. In many sections of the country they haven't ever seen a baseball game, and it's a tough job to teach grown-up men the game. They figure that to learn the game they will have to make a show of themselves, and that doesn't appeal to them very much. And a Frenchman fears ridicule more than anything else. The only way that baseball may be made a lasting and popular sport in France is to introduce it through the French children.

"Give the ten-year-old kids in France the beloved American dime ball, and it won't be many years before baseball will have a real baseball foundation in France. The same thing also applies to England. However, I don't believe that France will have any major league ball for many years to come.

"The Frenchmen find the game somewhat difficult to understand the rudiments of it. We had a hard time during the playing of the American soldier contests to keep women with baby carriages from wheeling the vehicles through the infield, or a group of poilus from taking a seat behind second base. They seemed to think second base was the one best bet for a spectator's seat.

"The French kids loved the game. They'd fairly fight to chase a foul ball. Sometimes you'd see a squirming mass of eighty kids chasing a foul, each one eager to get his hands on it that he might toss it back to the catcher. That is why I say the future of American baseball in France lies with the youngsters."

CREQUI BEATS KILLER

(Reuter's Service)

Paris, October 30.—Yesterday Eugene Crequi, French bantamweight champion, beat Sam Killer, British bantamweight champion, in the fifth round of a 20-round boxing contest.

SIKH SPORTS POSTPONED

On account of the rain, the annual Sikh Police Sports program, scheduled to take place yesterday afternoon, was postponed.

Sport And Stage

(Continued from Page 2)

were no spectators. The whistle holder's chief trouble is not the player, it is the gentleman who, clad in heavy overcoat and comforted with a cigarette or something of a liquid nature, takes upon himself to give advice to the players and abuse to the ref.

* * *

GOLF TODAY

The second round of the Golf Championship takes place today. (W. P.) Captain Barrett meets Mr. Dewar and Dr. Marshall tackles Mr. Macdougal. It has already been pointed out that if Captain Barrett wins his round, then the final—which is scheduled to take place next Sunday—will be something of an International contest, Barrett for England and either Macdougal or Marshall for Scotland.

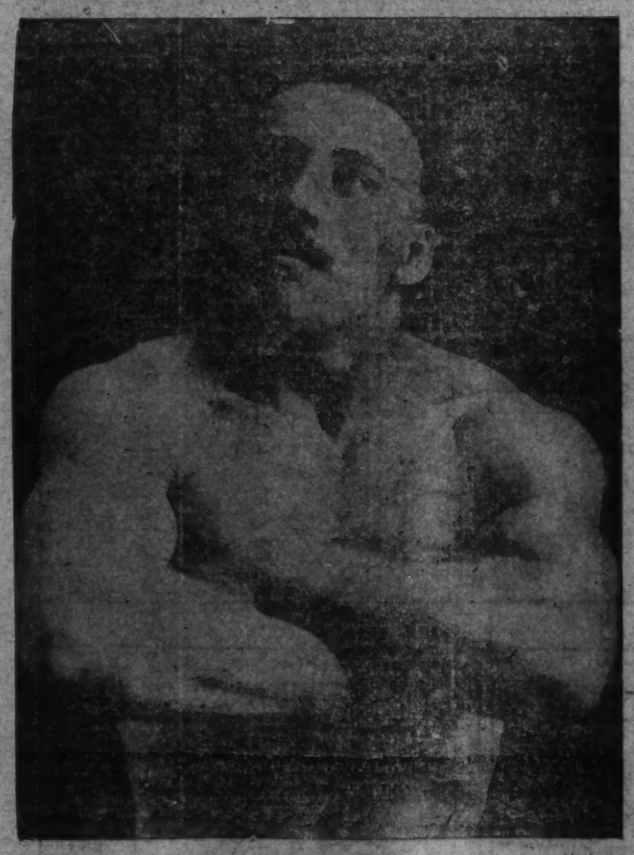
* * *

SATURDAY MORNING 9:30 a.m.

It is raining. Of course there is plenty of time between now and this afternoon for the sun to come out and make the ground fit for soccer. Anything might happen with the Shanghai weather. The clerk of the elements does the most extraordinary things.

Rain is an excellent thing. You can wash in it, you can drink it if necessary. It is really tip-top if it comes just in time to make the course easy and free from dust but if it persists in outstaying its welcome, then the language of the racing men, the anger of the ladies who have put in so much time at the tailors and the disappointment of the general public should all combine to make the clerk hide his wet face in shame. But perhaps he will dry up and call to his protection the brilliant rays of his chief attraction the Sun.

When it's raining
In the training
And the ponies all are gaining
Extra special times in doing the last quarter.
Then the raining
Does the draining.
You from language are refraining,
But at races—then the clerk you want to slaughter.



Wm. BERNE
A Real Champion Wrestler
One of the Stars
in the New York Tournament

ADMISSION: $1, $2, $3
Stage Seats $5. Only 20 Seats on the stage

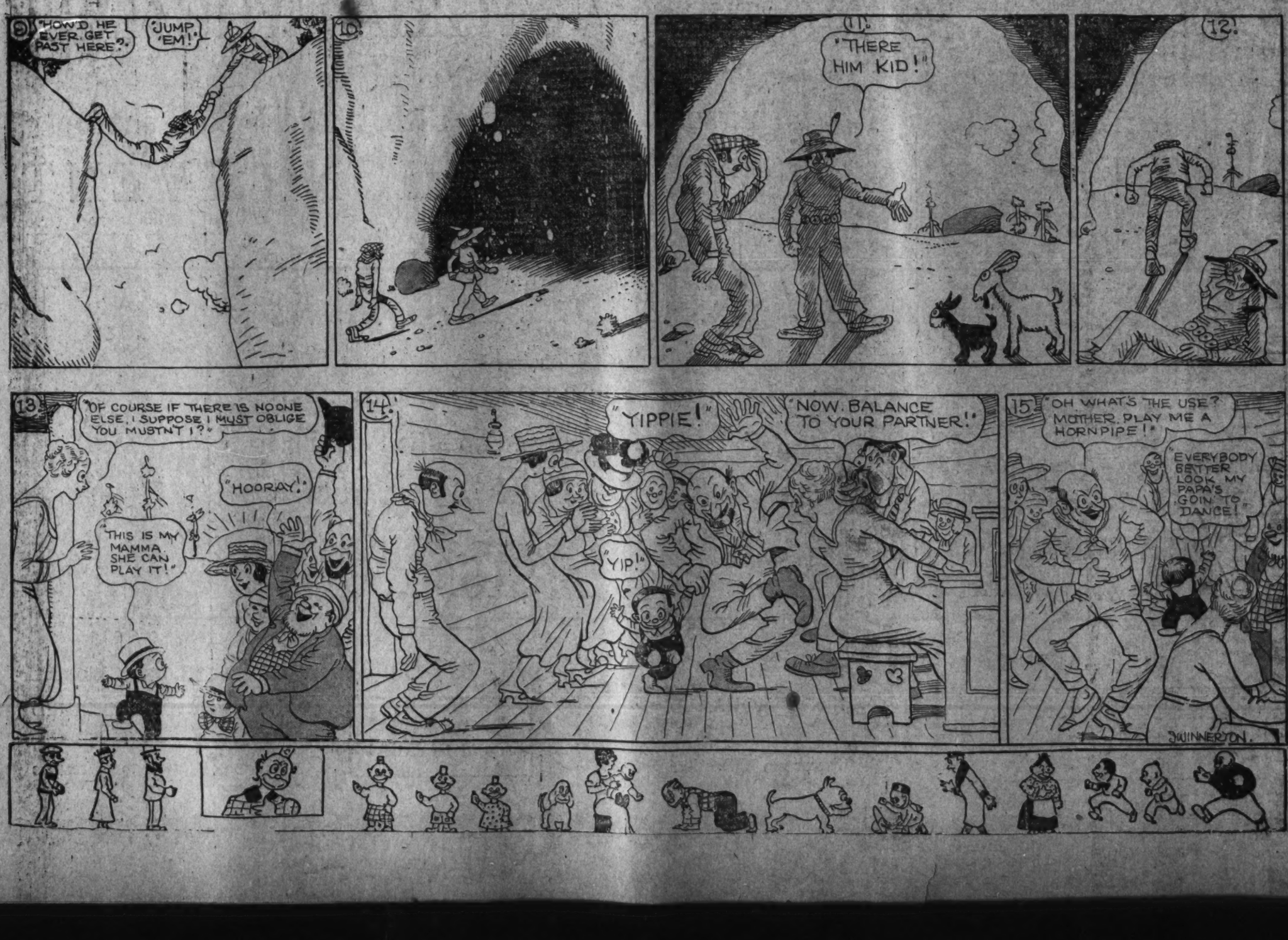
AT THE VICTORIA THEATRE
ON
Thursday, November 13th, at 9.15 p.m. sharp
THE CHAMPION EVENT
in
WRESTLING
including
3-3-3 Good Preliminaries 3-3-3
Catch-as-Catch-Can to a finish
FOR A PURSE
OF
$1000.00
All goes to the Winner

NOOR MOHAMED
The
Terror to Wrestlers

Reserve your seats at MOUTRIE'S

NOOR MOHAMED
The
Terror to Wrestlers

Little Jimmy

1
"JIMMY, RUN DOWN TO THE VILLAGE STORE AND GET ME A COUPLE OF CIGARS THERE ISN'T A THING TO SMOKE AROUND THE CABIN!"
"AND HURRY BACK!"
"YES PAPA!"
2
3
"GOSH-DING TH' LUCK!"
"CONSARN IT!"
"WHATS UP?"
"THERE WAS GOIN' TO BE A DANCE BUT THE FELLER THAT PLAYS THE ACCORDION IS SICK AN' THERE AINT NO ONE HERE KNOWS HOW TO PLAY THE MELODIAN THATS IN THERE!"
4
"HI! HERE'S A FELLER THAT SAYS HE KNOWS SOMEBODY THAT KIN PLAY THE MELODIAN!"

5
"THAT KID HAS BEEN GONE AN AGE! I'LL HAVE TO GET THOSE SMOKES MYSELF!"
AND IN THE MEAN TIME
6
"WHAT? YOU SAY HE HASN'T EVEN BEEN HERE!"
"THERE'S LOTS OF DANGEROUS PLACES AROUND HERE AN IF HE'S LOST I'LL LOAN YE MY INDIAN CLERK. HE'S AN EXPERT TRAILER. HE'LL FIND HIM FER YE!"
CRAC
7
"Y'SEE IT'S THIS WAY I'VE LOST MY LITTLE KID YOU GO CATCHEE HIM I GIVEUM YOU PLENTY WAM-PUM SAVVY?"
"SURE!"
8
"SAY, HE DIDN'T COME THIS WAY, DID HE?"
"SURE!"